Documentation of Public Meeting

Project Location
Travis County

MoPac South Environmental Study
CSJ: 3136-01-176

Project Limits
Loop 1/MoPac Expressway from Cesar Chavez Street to Slaughter Lane

Meeting Location
In-Person at the Austin High School Cafeteria
Virtual Public Meeting at voh.mopacsouth.com

Meeting Date and Time
In-Person: Tuesday, November 12, 2024 from 5 p.m. – 8 p.m.
Virtual: Tuesday, November 12, 2025 at 5 p.m. through Tuesday, January 28, 2025 at 11:59 p.m.

Translation Services
Translation services were offered on the public meeting notice.
Spanish materials were available on the virtual public meeting site.
A telephone hotline for Spanish-speakers was offered.

Elected Officials in Attendance
5 at the in-person meeting

Total Number of Attendees (approx.)
100 in-person

Total Number of Commenters
1598

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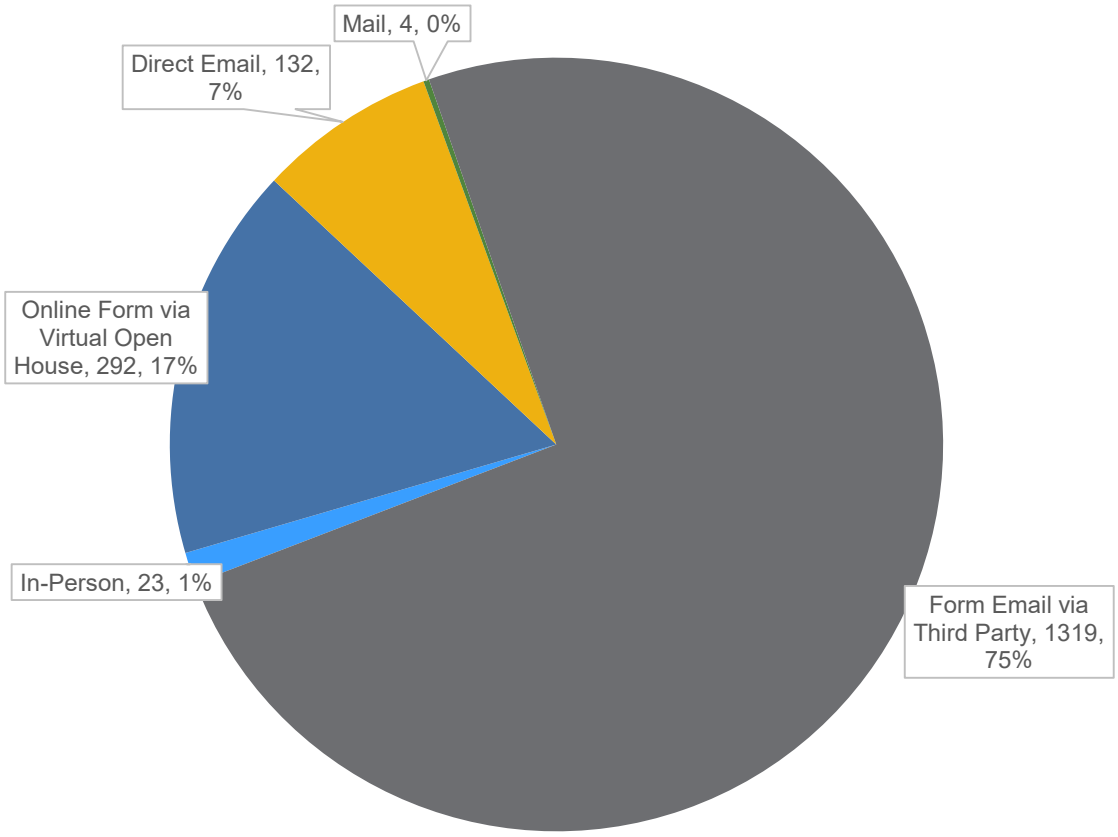
A. Comment/Response Matrix

Comments pertaining to the public meeting were required to be submitted or postmarked by January 28, 2025. 1770 comments were received from 1592 individual commentors. Comments received after this deadline are still being reviewed and evaluated but are not reflected in the summary analysis. The Comment/Response Matrix begins on the next page. Copies of each comment and attachment are included in Appendix 1. Personal information has been redacted.

INTERACTIVE MAP COMMENTS

Additionally, visitors were given an option to submit unofficial comments on an interactive map. 93 comments were posted to the interactive map. Interactive map comments are included in Appendix 1.

How Comments Were Received:



Top Comment Themes:

Over 67% of comments expressed general concerns about how the project could affect a variety of environmental factors and the environmental classification of the project. The majority of these were sent to us via a third party source and used form language to express comments including, but not limited to: the desire for an Environmental Impact Statement; examining “low-build” alternatives; concerns over water quality and impacts to species and their habitat; and the desire to include the SH 45 Gap Study in analysis.

It was important for us to also and specifically analyze comments received organically through official channels to ensure accurate representation of public concerns and feedback. This approach helps prevent the vocal majority from overshadowing other important and representational voices. The top comment themes of comments received through official channels include, but are not limited to:

- Environmental impacts and classification
- Design questions and comments
- General opposition
- Alternatives considered
- Transit opportunities
- Public involvement
- Noise considerations
- Anti-toll sentiment
- Support of bicycle and pedestrian facilities
- General support

Comment Response Codes Legend

The MoPac South Environmental Study project team appreciates the time participants have taken to review project materials and share their comments and suggestions for the betterment of the project. As residents of the Austin metro area, our team cares deeply about our local resources, neighbors, and providing a project that best fits the purpose and needs confirmed by the community. Our team has read each comment received and done our best to respond to the questions and sentiments shared. We encourage readers to review all of the response categories below to learn more about the project and process. Over the next months, our team will continue to evaluate comments and suggestions received, and complete the environmental studies. The draft Environmental Assessment, including all technical reports, will be published for public review and comment as required by the National Environmental Policy Act prior to the Public Hearing where we hope to further engage stakeholders in this process.

Code	**Category**	**Response**
AE-1	Aesthetics	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. 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. The principles of CSS will continue to guide the design of the project during the environmental process.
Alt-1	Alternatives	A range of alternatives has been evaluated, and public comment was solicited and received at Open Houses #1, #2, and #3 in 2013, 2014, and 2015. The range of alternatives included General-Purpose Lanes, High Occupancy Vehicle Lane(s) (HOV), Transit Only Lane(s), Express Lane(s), Transportation Demand Management (TDM) and Transportation System Management (TSM) and the No-Build Alternative. The Express Lane(s) Alternative became the Reasonable Alternative at Open House #2 in 2014 because of the evaluation based on the CAMPO 2035 traffic model. The evaluation demonstrates that that it performs best at providing a reliable route for all roadway users, including emergency vehicles, public transit, and single occupancy vehicles, thereby best meeting the purpose and need of the project. In 2024, the project team reaffirmed these findings using the CAMPO 2045 traffic model and performed additional analysis of the six operational configurations for the Express Lane(s) Alternative in order to arrive at a Recommended Build Alternative.
Alt-2	Alternatives	After thorough analysis of the range of alternatives, general-purpose lanes were not recommended because they do not meet the purpose and need of the project. The purpose and need calls for reliable travel times that can be managed and maintained in the future. There is high traffic demand between nearly all of the local interchanges along this segment of Mopac due to a lack of viable alternate routes, which is why we have proposed general-purpose lane improvements such as auxiliary lanes, collector-distributor roads, ramp reversals and braided ramps over limited distances as part of the Recommended Build Alternative. Demand for and use of additional general-purpose lanes throughout peak periods cannot be managed, thus they would not provide reliable travel times for all users.
Alt-3	Alternatives	After thorough analysis of the range of alternatives, the project team determined that HOV lane(s) do meet the purpose and need for the project, however, they are not recommended for MoPac South for the following reasons: • Approximately 71.8 percent of Travis and Hays County commuters are single occupancy vehicles, 6.4 percent are HOV 2 (double occupancy vehicles) and only 1.8 percent are HOV 3+ (vehicles with three or more people), according to the American Community Survey, 2023 5-year estimate. Thus, HOV lane(s) would exclude 71.8 percent of travelers from the opportunity for reliable travel times. • If all HOVs used the lanes, 8.2 percent of demand would use 25 percent of corridor capacity. Limited access to the lanes and the limited portion of longer distance trips would result in under-utilization of the lanes. • Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The purpose and need calls for reliable travel times that can be managed and maintained in the future. If the lanes become over-utilized, this would not be possible. • Generally, on roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized, which is an inefficient use of resources/taxpayer funds.

Code	Category	Response
		• 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). Manual enforcement through police traffic stops would cause further congestion and disruption to traffic flow. The Mobility Authority encourages carpooling regardless of lane type. Free HOV access to Express Lanes is not being considered by the agency as the price for express lanes is determined by demand. A No Build Alternative will continue to be carried forward as a baseline for comparison against the Recommended Build Alternative.
Alt-4	Alternatives	After thorough analysis of the range of alternatives, Transit Only Lane(s) are not recommended. During evaluation of alternatives, express lane(s) reduced corridor delays more than Transit Only lanes. This occurs because express lane(s) serve the full range of corridor users, including single occupancy and HOV trips, as well as transit trips. The Express Lane(s) will support transit service in the corridor by allowing registered buses and vanpools to utilize the express lane(s) toll free. Regional commuter rail and light rail are being implemented under a separate project by CapMetro and Austin Transit Partnership (ATP) called Project Connect, however, no rail routes are within a 50-year planning horizon along MoPac South. For more information about Project Connect, visit ProjectConnect.com.
Alt-5	Alternatives	After thorough analysis of the range of alternatives, the Express Lane(s) Alternative is the Reasonable Build Alternative because it meets the purpose and need for the following reasons: • It is consistent with the CAMPO long range plan, Project Connect, Imagine Austin, and TxDOT's Long Range Plan. • The City of Austin Strategic Mobility Plan is supportive of toll projects, particularly express lanes. • It offers reliable travel times for emergency vehicles, leading to better response times for EMS, Fire, and Police for the community. • It offers reliable travel times for public transit buses, vanpools, single occupancy vehicles, and high occupancy vehicles. • It provides the shortest peak period travel time for emergency vehicles, public transit, and 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. A technical memorandum will be published as part of the Environmental Assessment (EA), which describes the methodology used to evaluate HOV lane(s), transit-only lane(s), express lane(s) and general-purpose lanes and the TSM and TDM option.
Alt-6	Alternatives	A range of alternatives has been evaluated. Strategies such as carpooling, rideshare, telecommuting, and work schedule modifications are known as travel demand management (TDM) improvements. Low-cost operational improvements such as ramp reconfigurations, added auxiliary lanes, signal timing, and intersection turn lanes are known as transportation system management (TSM) strategies. The Project Team examined measures like those described above, but as stand-alone options they do not meet the purpose and need of providing reliable peak period travel times. Regional TDM agencies continue to implement TDM strategies throughout the metropolitan area, and TSM general-purpose lane operational improvements are included in the Recommended Build Alternative. These include: • Additional loop entrance ramp from Lake Austin Boulevard to Southbound MoPac • Potential new southbound collector-distributor road from Barton Skyway to Loop 360 • Potential northbound ramp operational improvements between Loop 360 and Barton Skyway • Potential south to north Texas Turnaround at Barton Skyway • Potential to lengthen the turn lane leading to Texas Turnaround at Loop 360\

Code	Category	Response
		• Potential to reconfigure Bee Cave Road/RM 2244 southbound exit ramp • Potential braided northbound entrance and exit ramps between William Cannon Drive and US 290 • Potential southbound entrance and exit ramp operational improvements between William Cannon Drive and US 290 • Potential southbound collector-distributor road for the westbound US 290 to southbound Mopac direct connector • Third southbound general-purpose lane south of William Cannon Drive • Additional bike/pedestrian facilities throughout the corridor The use of carpooling and work 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 CapMetro Vanpool Program is one of several options a commuter can use (https://www.capmetro.org/ourservices/vanpool). Separate from the MoPac South Project, the Mobility Authority collaborates with Movability, Central Texas' transportation management association solely dedicated to working with employers and individuals to improve the region through commuter options that save time and money (https://movabilitytx.org/). The Mobility Authority also supports regional TDM efforts to encourage more efficient travel behavior and contributes as a key stakeholder. The agency also serves on the CMAPO TDM Steering Committee, a subcommittee to the Technical Advisory Committee the Mobility Authority also sits on. Furthermore, there are a variety of private transportation providers that offer ridesharing options, such as Uber and Lyft. The agency will continue these collaborations to make improvements to mobility region wide.
Alt-6.1	Alternatives	The concept recommended by Save Our Springs organization and their consultant, Urban Innovators, PLLC is not reasonable due to demand starvation, lack of right-of-way along the corridor, and state law which prohibits the conversion of existing non-tolled facilities.
Alt-7	Alternatives	The National Environmental Policy Act (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 2045 Regional Transportation Plan. The No-Build Alternative is considered the baseline alternative and will be compared to the Recommended Build Alternative in the draft EA. This includes performing the same analysis of impacts to the social, human, and natural environment on the No Build Alternative as the Recommended Build Alternative.
AQ-1	Air Quality	A quantitative air quality analysis will be completed for the Recommended Build Alternative using 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 2045 Regional Transportation Plan travel demand model. The 2045 model assumes that all projects listed in the CAMPO 2045 Plan are built. As such, the evaluation of traffic noise and air quality impacts will rely on the cumulative traffic conditions resulting from the fully built-out 2045 transportation network. The NEPA required Air Quality analysis for MoPac South includes analysis of Mobile Source Air Toxics (MSAT), Traffic Air Quality Analysis (TAQA) (carbon monoxide). The results of these analyses will be made available when the draft Environmental Assessment is published for public review. In November 2024, the Texas Commission for Environmental Quality (TCEQ) recommended to the Environmental Protection Agency that Travis County stay designated as In Attainment for the new, lower 2024 Particulate Matter 2.5 µm (PM2.5) National Ambient Air Quality Standards. The evaluation is based on 2021 – 2023 monitoring data, and is under review by EPA with a decision expected in 2026. While dispersion modeling is not required or planned for the Project, PM is a component of the MSAT analysis, which includes an estimate of diesel particulate matter emissions. The MoPac South Project is included in the analysis of CAMPO's Regional Transportation Emission Reduction Plan via its inclusion in the 2045 Regional Transportation Plan. Additionally, the Mobility Authority participates in the CAMPO Technical Advisory Committee which hears reports from the Travel Demand Management subcommittee and other specialty reports on air quality as they arise.

Comment Response Codes Legend

Code	Category	Response
AQ-2	Air Quality	The draft Environmental Assessment will contain a discussion of on-road greenhouse gas (GHG) emissions analyses for Texas, assessment of future Texas climate scenarios or projections and how that might impact the on-road transportation system, and summary of TxDOT strategies and programs that result in GHG reduction and transportation system resiliency and preservation. This can also be found in TxDOT's Statewide On-Road Greenhouse Gas and Climate Change Technical Report (TxDOT 2025) (Technical Report: Statewide On-Road Greenhouse and Climate Change). Locally, CAMPO is developing a Regional Transportation Emission Reduction Plan to evaluate emissions related to surface transportation and provide a regional implementation strategy that will contribute to emissions reduction (Regional Transportation Emission Reduction Plan - CAMPO).
BP-1	Bike/Ped	Enhanced bicycle and pedestrian connectivity is included in the goals and objectives for the MoPac South Environmental Study. As such, the 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. The Recommended Build Alternative includes a continuous facility for non-motorized users (bicycles and pedestrians) from Lady Bird Lake to Slaughter Lane. Bicycle and pedestrian safety improvements are included throughout the project limits for the MoPac South Environmental Study. Shared use paths throughout the project provide cyclists a route separated from vehicular traffic. Additional signalized SUP and sidewalk crossings are proposed to allow for protected crossing around intersections. Additional safety measures are being implemented at various locations along the corridor including: routing the SUP/sidewalk near the ROW away from vehicular traffic, raised crosswalks, underpass lighting. In addition, the traffic control plan prepared by the contractor will provide safe access for pedestrians and cyclists during construction. The project team will continue to coordinate with bicycle and pedestrian stakeholders for input, and specific details of proposed bicycle and pedestrian improvements and their feasibility will continue to be evaluated within the limitations of the existing right-of-way. The bicycle and pedestrian access presented in the Open House #6 materials include: • The proposed bike/ped network between Barton Springs Road and Barton Creek includes existing and proposed facilities within the MoPac right-of way on both the east and west sides. • Safe Crossings from one side to the other would be provided at several locations. • 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 be reconstructed. • A signalized SUP crossing of Barton Springs Road allows for a designated crossing between the Botanical Gardens and Zilker Park along the northbound MoPac frontage road. • The SUP alongside the frontage roads would vary in width from 8 feet wide at constrained locations to 12 feet wide. • Along the southbound frontage road, the SUP would connect to the existing bridge over Barton Creek south of Loop 360. • Along the northbound frontage road at Tuscan Terrace, the proposed SUP would connect to the existing path which extends from Tuscan Terrace to Gaines Ranch Loop south of Barton Creek. • Along the SBFR near Gaines Ranch Loop, the proposed SUP would connect to the beginning point of the Y at Oak Hill to Barton Creek (YBC) Trail. • The SUP would continue beginning at the Gaines Ranch Loop turnaround along the northbound frontage road. South across the SW Parkway and US 290 interchange toward Williamson Creek. A new pedestrian bridge is proposed over the Williamson Creek Greenbelt. • The SUP would connect to the existing Violet Crown Trail at Williamson Creek and continue along NBFR south to William Cannon Drive where signalized crossings are provided around the intersection. • From William Cannon Drive, SUP is proposed that will run along the northbound frontage road to Convict Hill Road, where a new SUP crossing is proposed connecting to the Violet Crown Trail at Latta Drive.

Code	Category	Response
		• South of Latta Dr through Dick Nicholas Park, bike and pedestrian access would be along the Violet Crown Trail, which will be partially reconstructed. The SUP would follow the existing trail to the undercrossing at Kincheon Branch Creek, where new SUP would be constructed along the southbound main lanes from Kincheon Branch to Davis Lane. • The SUP on the east and west sides of MoPac would continue south from Davis Lane to Slaughter Lane connecting to the existing path on the southbound side. The project team will continue to hold coordination meetings with the City of Austin to coordinate the location and status of their path improvements.
BP-2	Bike/Ped	The request to extend the proposed new SUP southward to SH 45, as well as the request to extend the 45SW Trail/SUP to the Meridian neighborhood, are outside project limits of the MoPac South project and will not be included as part of this project.
C-1	Construction	Construction is inherently a disruptive process. The Mobility Authority has a track record of making every effort to be a good neighbor to the community during construction of its projects, engaging regularly with those impacted by construction and addressing issues in a timely manner. If the MoPac South Project moves forward into construction, neighbors should anticipate increased noise, light, and dust. It is a Mobility Authority priority to work with contractors to minimize inconveniences whenever possible and to maintain access to businesses. Coordination during major area events like SXSW and ACL will take place to minimize disruption to travel and parking. Disruption of travel patterns and traffic during construction would be mitigated through a traffic control plan. The traffic control plan would include accommodations for maintaining access for motorized vehicles as well as for pedestrians and cyclists. The plan would be consistent with all local, state and federal traffic and safety regulations. Notification of detours or changes to travel patterns would be posted via signage and timely communication provided to affected residences, businesses, transit providers and emergency services providers. It should be noted that construction timelines are estimates and subject to change based on weather, materials availability, labor availability, and other circumstances.
C-2	Construction	A project's construction phasing occurs during final design, after an environmental decision has been made. If the Project receives a Finding of No Significant Impact and funding is committed for construction, the project will go through the final design process, and construction phasing will be incorporated as part of the plans, specifications and estimates (PS&E) development process. It should be noted that construction phasing is subject to changes, should the contractor identify efficiencies. Comments received during the environmental phase will be tracked and shared with any future phase project teams.
C-3	Construction	Should the project be approved for construction, the Mobility Authority would continue to coordinate with area transportation partners such as TxDOT, the City of Austin, CapMetro, and municipalities regarding construction schedules and potential impacts to adjacent projects. The Mobility Authority is also part of the Central Texas Construction Partnership Program (CPP), an interagency partnership developed to provide an enhanced coordination across agencies, management of work zones, and effectively disseminate information to the traveling public. The program and its corresponding data-enabled construction mitigation technology, including a mobile navigation companion app, will help agencies and commuters manage and navigate real-time traffic information to ensure the region keeps moving throughout peak construction.
C-4	Construction	Proposed 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 would be restored, re-graded and reseeded in accordance with TxDOT's Vegetation Management Guidelines and the Executive Order 13112 on Invasive Species. Regionally native and non-invasive plants would be used in landscaping and revegetation. Best management practices would 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 would also help protect urban wildlife.

Comment Response Codes Legend

Code	Category	Response
C-5	Construction	The Mobility Authority implements best management practices (BMPs) into all of its projects to prioritize environmental stewardship both during construction and operations, in line with the values of the agency. Should the MoPac South Environmental Study receive environmental clearance, and funding be committed, the project will be designed and constructed in accordance with Texas Commission on Environmental Quality (TCEQ) General Stormwater Permit and the TCEQ Edwards Aquifer Protection Program. Proposed mitigations measures will be included in the draft Environmental Assessment and shared with the public for feedback.
C-6	Construction	Construction easements are areas outside the right-of-way that are used temporarily for space to construct elements of the project. The Project Team will coordinate with all affected stakeholders for temporary easements. During the design phase or construction, if the contractor identifies the need for additional temporary easements, the team would coordinate with the affected stakeholder. All known construction easement areas and activities will be considered in the technical reports and Environmental Assessment
CR-1	Cultural Resources	The Environmental Assessment (EA) includes identification of Cultural Resources Area of Potential Effects (APE) for Archeology and a larger APE for Historic Resources. The APE is a geographic area in which the character or use of historic properties may be directly or indirectly adversely affected by a project. As such, the EA will evaluate the effects of the proposed action on cultural resources within the APE including: any National Register of Historic Places (NRHP)-listed or NRHP-eligible structures, landscapes, districts, or archeological sites. These eligible sites are also protected by Section 4(f) of the Transportation Act of 1966. The Project team will complete separate Historic Resources and Archeological Surveys and Reports for the APE of the Recommended Build Alternative. The APE is variable throughout the project area, and takes into consideration direct and indirect effects (including noise, vibration, and visual effects) to known and potential historic properties including, but not limited to, Zilker Park NRHP Historic District and any contributing features of the district, the Deep Eddy NRHP Historic District, and the Vera Daniels archaeological site. TxDOT Environmental Affairs Division, in consultation with the Texas Historical Commission (THC), developed a customized Historic Resources APE for the project as follows: North of Lady Bird Lake (the Colorado River): o 150 feet from the existing ROW on the west side of MoPac from Johnson Street to Lady Bird Lake. o 150 feet around the barge access on the east side of MoPac. o A segment of the Town Lake Park System/Butler Hike and Bike Trail, from Deep Eddy Bathing Beach to 150 feet from the barge access within Lamar Beach. o In all other areas, the APE is limited to the existing ROW. South of Lady Bird Lake: o 150 feet from the easements and existing ROW along either side of MoPac, for the length of Zilker Park. o For the remainder of the project, the APE is limited to the existing ROW and 150 feet from Easements. o A segment of the Town Lake Park System/Butler Hike and Bike Trail, from MoPac to approximately 800 feet to the east.

Comment Response Codes Legend

Code	Category	Response
CR-2	Cultural Resources	The draft Environmental Assessment will discuss all potential temporary and permanent impacts to parklands and trails, including 4(f) and 6(f) protected properties and resources protected by Section 4(f) of the Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Act for the preferred alternative and no build alternative.
D-1	Design Elements	The project team will identify and consider refinements and operational improvements that fall within the project scope and limits and align with the purpose and need of the project. Design concerns and suggestions will be evaluated on feasibility, potential traffic impacts, potential environmental impacts to human and nature, and alignment with purpose & need and goals & objectives drivers on the MoPac corridor. Comments received that relate to a later phase in project development will be tracked and shared with any future phase project teams.
D-2	Design Elements	The Recommended Build Alternative incorporates a third southbound general-purpose lane between William Cannon Drive and Davis Lane. The proposed configuration also includes adjustments to the southbound ramps between the US 290 flyover and William Cannon to remove conflict points and adjustments to the northbound ramps between William Cannon Dr and US 290 to remove conflict points by braiding the entrance and exit ramps. Additionally, the project team will evaluate potential enhancements at the intersection of MoPac southbound frontage road and William Cannon Drive to mitigate traffic congestion onto the MoPac general purpose lanes, including additional turn lanes from the southbound frontage road and increased throughput capacity at the intersection. Additionally, the Texas Department of Transportation (TxDOT) has also begun a study of an additional lane on southbound MoPac between Williamson Creek and Davis Lane (CSJ 3136-01-204). To learn more information about that project, you can contact TxDOT online or at 512-832-7000.
D-3	Design Elements	The project team will continue to evaluate entrance and exit ramps along the corridor and identify design refinements that would improve operations. The Mobility Authority appreciates the opportunity for coordination with stakeholders on this project element and looks forward to continuing our engagement as project development work continues.
D-4	Design Elements	After exploring a range of alternatives, it was determined that the purpose and need of the MoPac South Project cannot be achieved within the existing footprint of the highway. A majority of the corridor has already been restriped such that full size shoulders no longer exist to restripe. See Alt-1 for an explanation of the alternatives evaluated.
D-5	Design Elements	All of the Mobility Authority's projects comply with Texas state law which requires that no existing lane will be converted to a toll lane. Existing capacity must be preserved or enhanced and any tolled addition to a roadway is added capacity on the roadway. The MoPac South Project proposal complies with this law.
D-6	Design Elements	The proposed schematic, video flythrough, and illustrated map representing the Recommended Build Alternative is available on the MoPac South website at http://www.mopacsouth.com/news/past-events.php under the Open House #6 materials. Additionally, as the alternative has not changed significantly since they were first shared during Open House #4, the 2C Configuration Renderings are still representative of the Recommended Build Alternative. The Project Team will make an effort to present the configuration in a new way at the Public Hearing for improved public understanding of the proposed Project.
D-7	Design Elements	The schematic shared during Open House #6 is a draft. The purpose of our extensive public outreach is to solicit feedback and determine what adjustments can be implemented to best serve the region and community. In response to the feedback received about connections to/from Bee Cave Road and Loop 360, the Project Team has started developing and evaluating adjustments to the schematic. • The exit ramp to 5th and Cesar Chavez and the loop ramps from Austin High School to access Cesar Chavez remain unchanged. • In the draft schematic the existing entrance from the general-purpose lanes to the Express Lane becomes an exit for Windsor and cross street to the north, meaning drivers entering northbound MoPac from Loop 360 and north would not be able to enter the northbound Express Lane until the existing entrance near RM 2222. Our

Code	Category	Response
		traffic models predict that traveling on the general-purpose lanes from Bee Cave Rd to RM 2222 will be faster than taking any alternate route to get onto the northbound Express Lanes at a different point. • The proposed schematic features a “ramp reversal” on northbound MoPac just north of Loop 360. Essentially, we’ve proposed moving the exit ramp where the entrance ramp is currently and vice versa, giving drivers from Loop 360 much more time and space along the MoPac frontage road to merge and access the entrance ramp. This is anticipated to reduce the congestion that currently occurs in both directions on Loop 360 due to the short merge area from the intersection to the existing entrance ramp causing backups into the intersection. The drawback of this congestion solution is that it eliminates access from Loop 360 to the Express Lane entrance. Our team has already begun looking into potential adjustments to this area to provide access to the northbound Express Lanes from Loop 360 and Bee Cave Road. • Drivers entering northbound MoPac from Bee Cave Road will enter their own lane and will need to make one lane change to the left to avoid exiting to Cesar Chavez Street as they do today. Drivers in the Express Lane exiting to Cesar Chavez will join the general-purpose lanes with their own lane and will need to make one lane change to the right to travel eastbound on Cesar Chavez Street. A weaving analysis of this section has been performed, and sufficient weaving distance has been provided in the Recommended Build Alternative. This proposal reduces weaving to one lane in each direction rather than 4 lanes which greatly improves operations and safety within this segment of the corridor. • The draft schematic proposes that drivers would exit the southbound Express Lane at RM 2222 and continue on the general-purpose lanes to connect to the exit ramp to Bee Cave Road, or, alternatively, continue on the Express Lane past Bee Cave Rd, use the exit to Loop 360, utilize the turnaround and access Bee Cave Rd from the northbound lanes. One of the reasons Express Lanes function so effectively is infrequent entrances and exits. This improves safety by reducing weaving and merging. Current data shows that the Express Lanes will also help the general-purpose lanes to function better than the No Build scenario. • The proposed exit to Bee Cave Road is moved slightly further north in the proposed schematic, maximizing the separation between the ramp and the intersection, and improving safety. Existing right-of-way, the presence of driveways on the frontage road, and the existing roadway profile elevations constrain this ramp configuration. The proposed southbound entrance ramp to the Express Lane, that we refer to as the “wishbone,” begins along the same stretch as the exit to Bee Cave Road. Bee Cave Road is proposed to have an Exit Only Lane on the right, while the entrance to the southbound Express Lane in that area would be on a separate lane that diverges to the left. • The 2C option, Two Express Lanes with Elevated Ramps near Barton Skyway, was developed as a direct response to public input. The public, including and especially stakeholders in the City of Rollingwood did not want elevated lanes over the Colorado River, and preferred an option without a downtown direct connection from the Express Lane. From southbound MoPac, the elevated ramp to the Express Lanes begins alongside the existing bridges at the Bee Cave Road intersection. They then raise and cross over the general-purpose and southbound Express Lane, and join the Express Lane to the left, creating the second Express Lane southbound. The northbound Express Lane exits from the left, makes a similar movement crossing over the single Express Lane and general-purpose lanes, and joins the general-purpose lanes alongside the Bee Cave Road bridges. These braided ramps improve safety by removing the need for weaving movements to and from the Express Lanes coming into and out of downtown. Additionally, the current data shows that the Express Lanes will also help the general-purpose lanes to function better than the no build scenario, which will benefit travelers from all communities along the corridor. As with the entire corridor, we are examining potential impacts and mitigation measures to the community near the proposed ramps. The MoPac South Project Team is in communication with the City of Rollingwood, City of West Lake Hills, City of Austin, Travis County, and TxDOT regarding the intersection of Bee Cave Road at MoPac and will continue to do so.

Comment Response Codes Legend

Code	Category	Response
ECO-1	Ecological	All highway and shared use path illumination will be designed to conform to the latest edition of the TxDOT Highway Illumination Manual during the final design process. Analyses will be conducted to determine the need for and extent of continuous illumination and safety lighting along ramps and at intersections. The Illumination Manual contains provisions for addressing sky glow and light trespass issues.
EL-1	Express Lanes Alternative	Express lane(s) would benefit traffic conditions in the general-purpose lanes in two ways. The express lane(s) would create a travel time reduction 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. For these reasons, express lane(s) provide a measurable amount of relief in congestion and better travel time benefits for all users. Additional travel benefits to the general-purpose lanes are proposed in the Recommended Build Alternative. These include: • Additional loop entrance ramp from Lake Austin Boulevard to Southbound MoPac • One additional general-purpose lane in each direction across Lady Bird Lake • Potential new southbound collector-distributor road from Barton Skyway to Loop 360 • Potential northbound ramp operational improvements between Loop 360 and Barton Skyway • Potential south to north Texas Turnaround at Barton Skyway • Potential to lengthen the turn lane leading to Texas Turnaround at Loop 360 • Potential to reconfigure Bee Cave Road/RM 2244 southbound exit ramp • Potential braided northbound entrance and exit ramps between William Cannon Drive and US 290 • Potential southbound entrance and exit ramp operational improvements between William Cannon Drive and US 290 • Potential southbound collector-distributor road for the westbound US 290 to southbound Mopac direct connector • Third southbound general-purpose lane south of William Cannon Drive • Additional bike/pedestrian facilities throughout the corridor A technical memorandum that will be shared at the public hearing will detail the modeled travel times, by lane type, for the Recommended Build Alternative.
EL-2	Express Lanes Alternative	Express lane(s) are a congestion management tool that recognizes the concept of latent demand and utilizes variable toll pricing to manage the number of vehicles entering the lane(s). These special, barrier-separated lanes are designed to remain congestion-free. 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) on the occasions when they need a faster and more reliable trip. 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. This is done by using supply and demand principles to manage congestion. 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.
EL-3	Express Lanes Alternative	In an emergency, vehicles can exit the Express Lane in between the white plastic delineator sticks that are spaced 12 feet apart. While driving over the delineators at highway speeds would cause vehicle damage, at a low speed, vehicles should be able to get in between them. A two express lane(s) configuration would facilitate any need to exit the express lanes in an emergency better than a single express lane. These operational benefits are among the reasons why a two express lane configuration is the Recommended Build Alternative.

Comment Response Codes Legend

Code	Category	Response
ENV-1	Environmental	The Mobility Authority is conducting the MoPac South environmental study as an Environmental Assessment (EA) with the concurrence of TxDOT and FHWA. Congress has granted NEPA assignment to TxDOT, meaning, TxDOT reviews and approves environmental documents in lieu of FHWA. In 2013, TxDOT and the FHWA approved the MoPac South Environmental Study as an Environmental Assessment (EA). In accordance with federal regulations, an EA is prepared to assist in determining environmental impact when the significance of impacts of a transportation project proposal is uncertain (40 CFR 1508.9). The EA will describe potential effects of proposed improvements, both beneficial and adverse, from both the Recommend Preferred Alternative and the No-Build Alternative. The study team is committed to assessing potential environmental impacts through the National Environmental Policy Act (NEPA) process. The EA includes the same environmental studies as an Environmental Impact Statement (EIS) considering potential social, economic, and environmental impacts: right-of-way property acquisition, land use, farmlands, utility relocation, community impacts, visual and aesthetic impacts, cultural resources including historic and archaeologic, protected lands, water resources including wetlands, floodplains, karst and aquifers, biological resources, air quality, hazardous materials, traffic noise, and induced growth. The findings will be published in an EA document and made available to the community. Based on scoping and preliminary studies, this action is not anticipated to rise to the significance of an EIS. However, if the EA does not receive a Finding of No Significant Impact, an Environmental Impact Statement (EIS) could then be prepared. This approach also complies with the TxDOT environmental procedures.
ENV-2	Environmental	The Mobility Authority is implementing the MoPac South Environmental Study as an Environmental Assessment (EA) with the concurrence of TxDOT and FHWA to identify a solution to congestion that improves safety and mobility for drivers, transit riders, bicyclists and pedestrians in a manner that promotes environmental stewardship and sustainability. The EA will be in compliance with NEPA requirements. The EA includes an analysis of a full range of alternatives (including a “no build” alternative), the reasons why the Recommended Build Alternative best meets the purpose and need for the project, and the same environmental studies as an Environmental Impact Statement (EIS), assessing potential impacts to the human and natural environment. The resources to be reviewed include right-of-way property acquisition, land use, farmlands, utility relocation, community impacts, visual and aesthetic impacts, cultural resources including historic and archaeologic, protected lands, water resources including wetlands, floodplains, karst and aquifers, biological resources, air quality, hazardous materials, traffic noise, and induced growth. The findings and supporting technical documentation will be published in the draft EA document and made available to the community prior to the public hearing, allowing public comment on results as required by NEPA. Any significant impacts will be mitigated in accordance with federal rules and regulations for the respective agency.
ICI-1	Indirect & Cumulative Impacts	The NEPA guidance from the federal agency Council on Environmental Quality (CEQ) and TxDOT Environmental Guide do not require a separate indirect and cumulative impacts analysis. Cumulative impacts for regional resources, including air quality, noise, and biological species are required and will be included in the Draft Environmental Assessment in their respective sections. In order to ensure a comprehensive evaluation of the potential for induced growth related to the project, TxDOT guidance requires the project to complete an Induced Growth Report. In this report, input is 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 draft EA.
OCO-1	Operational Configuration Options	The current cost estimate is published in the CAMPO 2045 Regional Transportation Plan as $825,000,000. The estimate was developed in 2020 and is subject to change. If the project receives environmental clearance, an updated estimate will be developed during the design process.
OCO-2	Operational Configuration Options	The study team evaluated six different operational configuration options for the Express Lane(s) Alternative, including options with direct connections to downtown from the Express Lane and without that do not require elevated lanes or ramps. The operational configuration options were developed based on input from stakeholders, including the City of Austin, the City of Rollingwood, CapMetro, TxDOT, Austin High School, and others.

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		Detailed information about these configurations was presented to the public at the Nov. 10, 2015 Open House (Open House #4) as well as Open House #5 held virtually from Nov. 22, 2021 - Jan. 7, 2022, and is available on http://www.mopacsouth.com/environmental/past-events.php. Options for lowering lanes into the existing right-of-way were not considered due to the location over the Edwards Aquifer Recharge Zone.
OCO-3	Operational Configuration Options	The following evaluation criteria was considered in the comparative analysis of the different operational configuration options. This set of criteria was developed collaboratively with the public and stakeholders. The public comment opportunity for this set of evaluation criteria occurred in 2013 and 2014, at Open Houses #1 and #2, respectively. • Reduce congestion delays • Optimize corridor utilization (throughput) • Maximize travel time savings • Serve all roadway users • Provide opportunity for reliable travel time for all users • Facilitate reliable emergency response • Provide consistency with local and regional plans • Be constructible without unnecessary impacts to the human and natural environment • Avoid and minimize impacts to water quality • Deliver relief in a timely manner • Facilitate congestion management by increasing opportunities for pedestrians and bicycles • Create a dependable and consistent route for transit Consider stakeholder input
OCO-4	Operational Configuration Options	The 2C Operational Configuration Option, Two Express Lanes with Elevated Ramps Near Barton Skyway, of the Express Lane(s) Alternative is the Recommended Build Alternative. It includes one express lane from Cesar Chavez to Barton Skyway, two express lanes from Barton Skyway to Convict Hill Road, and one express lane from Convict Hill Road to Slaughter Lane. Analysis of the six Operational Configuration Options using the evaluation criteria vetted by the public helped inform the decision. The 2C configuration delivered the most improvement in operational efficiencies and hours of delay saved; the configuration does not include elevation over Lady Bird Lake and uses no additional right-of-way, priorities shared by the public; the wishbone ramps eliminates weaving, improving operations and safety, and allows for multiple downtown exit options; and, the configuration had fewer impacts than options 1A, 2A, and 3.
OOS-1	Out of Scope Improvements	This falls outside the scope of the MoPac South Project.
OOS-2	Out of Scope Improvements	The appropriate entity to share this input with would be the City of Austin Parks and Recreation Department. The MoPac South Project does not preclude the City from implementing improvements to this bridge. https://www.austintexas.gov/department/parks-and-recreation
OOS-3	Out of Scope Improvements	The appropriate entity to share this input with would be TxDOT. https://www.txdot.gov/inside-txdot/contact-us/contact-us/askAGeneralQuestion.html?issueType=Customer-Service&id=aus-email

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Code	Category	Response
OOS-4	Out of Scope Improvements	The Mobility Authority charge (purpose and need) for the MoPac South Environmental Study is to improve congestion and reliability on MoPac between Cesar Chavez and Slaughter Lane. The travel demand model used to evaluate the build options against each other includes all cross streets and intersections along the corridor as well as a regional network of roadways from RM 620 in the west to beyond IH-35 in the east. The performance of intersections on the corridor and their consequent performance on the corresponding east/west corridors are included in the model but are not the purpose of the MoPac South Environmental Study. When these intersection performances impact the performance of MoPac, improvements have been proposed. An example is the William Cannon intersection, which was failing and backing up onto the general purpose and express lanes. Other failing intersections like Bee Caves Rd, have minimal impact on the general-purpose and express lanes on MoPac South, however, the Mobility Authority has worked with the City of Rollingwood and City of Austin to develop several intersection concepts. At this time, there is not an agreed upon intersection concept, and as such, no proposed improvements are included within the MoPac South Environmental Study. The Mobility Authority will continue to coordinate with these entities to provide solutions for MoPac South that do not preclude future intersection projects. While other intersections and corridors are failing, like Cesar Chavez, the scope of work required to alleviate that failing extends well beyond the limits of the MoPac South corridor and while very important to the region, would need to be addressed by a different project with a purpose and need focused on that corridor. CAMPO and the local entities with jurisdiction to suggest projects to be included in the CAMPO Regional Transportation Plan should be contacted with those concerns.
PI-1	Public Involvement	The public comment period for Open House #6 was originally planned for 48 days, more than three times the required 15 days, then extended an additional 30 days for a total of 78 days. The Mobility Authority utilized extensive methods to increase awareness of the opportunity to review and comment, including but not limited to display ads in multiple newspapers, promoted social media, media alerts, and notifications to elected officials, interested parties, and adjacent property owners and residents. There will be one additional public comment opportunity when the draft EA is published, however our team is open to inquiries at all times via our online contact form.
PI-2	Public Involvement	In keeping with the Mobility Authority's core values, implementation of the MoPac South Environmental Study focuses heavily on public participation. That means going above and beyond the requirements of NEPA, which assures that the decision-making process considers the input of many different stakeholders, technical professionals and the public. NEPA requires one open house with a 15-day comment period, one public hearing with a 15-day comment period, and elected official outreach. The CTRMA embraces TxDOT's Public Involvement Policy, in which, TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes. TxDOT will regularly update public involvement methods to include best practices in public involvement and incorporate a range of strategies to encourage broad participation reflective of the needs of the state's population. Since launching the environmental study in 2013, the Mobility Authority has gone above and beyond the public involvement requirements of NEPA. To date, the following outreach has occurred: • 1 Agency Scoping Meeting (October 29, 2013) • 5 In-person Open Houses (November 11, 2015, February 26, 2015, April 29, 2014 and November 7, 2013) • 6 Virtual Open Houses (start dates above, plus Nov. 22, 2021) • 4100+ official comments • Over 100 Stakeholder Meetings • 12 Technical Working Group Meetings • 1 Bicycle and Pedestrian Technical Working Group Meeting • Six 40+-day comment periods • Display advertisements

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		• Digital advertisements • Website banners • Letters to adjacent property owners • Interested and consulting party notification letters • Email notifications and e-newsletters • Stakeholder meetings • Elected official outreach • Social media • Media outreach • Dynamic message boards on the roads The Mobility Authority and TxDOT will continue to listen to and engage the community throughout the MoPac South Environmental Study.
PI-3	Public Involvement	The National Environmental Policy Act (NEPA) process holds that public comments are not a vote but serve to help inform the decision-making process. The data and analysis will be presented to demonstrate why the Recommended Build Alternative meets the purpose and need of the project and the public will be asked to comment on it to better the project.
PI-4	Public Involvement	The Mobility Authority has coordinated with the project team responsible for developing the Zilker Park Vision Plan. Since coordination, the Vision Plan has since been canceled but we will continue to coordinate with the City of Austin and Parks Department and monitor developments.
PI-5	Public Involvement	The Mobility Authority (MA) values stakeholder input and believes community input leads to better project outcomes. The agency has done a great deal of community engagement throughout the course of this project to date and intends to continue outreach to stakeholders as project development continues. The MA strives to: • Ensure that all MA projects are cohesive with and do not preclude projects of adjacent jurisdictions, • Allow jurisdictions to be fiscally responsible by collaborating on overlapping projects limits, such as utility projects or erosion hazard projects • Collaborate with area agencies to achieve MA and project goals like environmental stewardship. The MA appreciates the opportunity for coordination with area agencies on this project and looks forward to continuing our engagement as the proposed project design progresses.
PN-1	Purpose & Need	The Purpose and Need statement for MoPac South was developed collaboratively with stakeholder input at Open Houses #1 and #2, in 2013 and 2014, respectively. The purpose of the project is to: • 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 The problems we are trying to address (project need):

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		• 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 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: • Provide consistency with local and regional plans • Reduce congestion delays and provide travel time savings for all roadway users • Be constructible without unnecessary impacts to the natural and human environment • Support water quality by treating 100% of Total Suspended Solids (TSS) annual loading for all new impervious cover • Deliver relief in a timely manner • Facilitate congestion management The fundamental issues identified as the purpose continue to become pervasively worse, and the need continue to grow. The Goals and Objectives are community value statements that persist. The Environmental Assessment 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.
PP-1	Proven Performance Data	When the MoPac Express Lane north of Cesar Chavez Street fully opened to traffic in 2017, drivers immediately began realizing the benefits of the new, reliable travel option. Travel times for express lane drivers were reduced during the afternoon rush hour. Analysis also shows that express lane drivers generally travel at speeds above 45 miles per hour. For more information on the measurable benefits of the MoPac Express Lanes on energy emissions, fuel consumption, transit ridership, and mode shifts from single occupancy vehicles to CapMetro Express Buses, review this research brief: https://www.mobilityauthority.com/wp-content/uploads/2023/12/2019-09_CTRMA_MoPac_Express_Lanes_Energy-Emissions_Analysis.pdf
ROW-1	Right of Way	The project currently does not propose any permanent acquisition of additional right-of-way. The National Environmental Policy Act (NEPA) requires projects to look for ways to avoid and minimize impacts, including limiting right-of-way acquisition.
RP-1	Regional Planning	The MoPac South study team has updated the traffic travel demand forecast model and build alternatives evaluation analyses for consistency with the current 2045 Regional Transportation Plan (RTP), prepared by Capital Area Metropolitan Planning Organization (CAMPO), which is required by the National Environmental Policy Act (NEPA). With the 2045 Traffic Forecast Update, first shared in March 2024, all build alternatives were reevaluated. CAMPO adopts a RTP every five years. The RTP is a multimodal approach to addressing congestion and transportation needs over the next 25 years. The RTP includes a network of roads, transit, active transportation options such as walking and biking, and also examines new technologies, travel strategies, and choices that maximize the use of current transportation infrastructure. A robust public engagement effort is part of the CAMPO adoption process. The Mobility Authority does not determine which roads to build. CAMPO develops the RTP for the region, prioritizes projects, estimates cost per project, and determines the most viable funding options on a case-by-case basis. All Mobility Authority projects begin as recommendations in the CAMPO plan. The Mobility Authority is the sponsoring agency for the MoPac South Project. The MoPac South Project travel demand model used to generate travel forecasts relies upon the CAMPO 2045 RTP model for approved population and employment forecasts, as required by NEPA. Models serve as a consistent comparative approach to understand and evaluate various project alternatives. While calibrated and

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		appropriate, they are not perfectively reflective of reality. Models are required to be updated during a project process where there are significant changes in the data. For example, demographic and travel approaches assumed by CAMPO in the 2035 plan verses 2045. The operational traffic analysis used in the MoPac South environmental assessment considers peak period traffic in both the northbound and southbound directions and examines all ramp operations and express lane movements. MoPac South study team has reviewed the CAMPO 2050 plan currently available for public comment, and have affirmed all currently planned projects of regional significance that would impact MoPac are currently within the 2045 model. We have also confirmed with CAMPO staff that regional demographic approaches, such as employment patterns, have not significantly been adjusted from the 2045 plan. More information can be found on CAMPO's website: https://www.campotexas.org/regional-transportation-plans/2045-plan/
RP-2	Regional Planning	The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for determining project limits and defining what projects are analyzed in Project analyses by way of their Regional Transportation Plan. There is currently no funding in the CAMPO 2045 or draft 2050 Regional Transportation Plan to construct an Express Lane south of Slaughter Lane or extend SH 45SW east of FM 1626 to connect to I-35. Analysis includes projects listed in the Regional Transportation Plan and within the Traffic Demand Model.
SF-1	Safety	Safety is a primary factor and a key priority in all Mobility Authority projects, including MoPac South. Stakeholder input was solicited when establishing the purpose and need for the project. While the public did not expressly identify that as the focus of the purpose and need, safety is nonetheless integral to the Mobility Authority's goals of improving the corridor, and remains an ongoing priority for MoPac South and all projects. The Mobility Authority prepared a crash analysis using historical crash data on the corridor and identified an above average safety performance of most segments of the corridor. The crash and safety analysis will be included in the draft Environmental Assessment for review and comment at the Public Hearing. The Mobility Authority will continue to support the local and regional goals to reduce and eliminate traffic related deaths by designing to state and federal standards.
SCI-1	Social & Community Impacts	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 the nearby affected communities. The analysis will describe potential impacts to private property including displacements and will evaluate the effects of the project on community cohesion, access and travel patterns. The findings in the technical memorandum will be summarized in the Environmental Assessment (EA).
SCI-2	Social & Community Impacts	TxDOT's right-of-way extends over Lady Bird Lake, Barton Creek Greenbelt, 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 impacts, including 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 planned.
TRA-1	Transit	Because the Mobility Authority's policy allows CapMetro's public transit buses and registered vanpools to drive on 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. 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 CapMetro, particularly in the downtown area.

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		In the Mobility Authority's study of Mopac North express lane benefits, we found that express buses traveling between downtown and Lakeline Mall area were able to make two additional round trips per day due in part to travel time savings associated with Mopac North express lanes. This translates into operational efficiency for the transit fleet, as well as travel time benefits for transit users. For more information on the measurable benefits of the MoPac Express Lanes on energy emissions, fuel consumption, transit ridership, and mode shifts from single occupancy vehicles to CapMetro Express Buses, review this research brief: https://www.mobilityauthority.com/wp-content/uploads/2023/12/2019-09_CTRMA_MoPac_Express_Lanes_Energy-Emissions_Analysis.pdf The Mobility Authority is also a sponsor for, and collaborates with Movability, Central Texas' transportation management association solely dedicated to working with employers and individuals to create mobility plans with a wide range or mobility options. (https://movabilitytx.org/). The Mobility Authority also supports regional Traffic Demand Model efforts to encourage more efficient travel behavior and contributes as a key stakeholder. CAMPO adopts a RTP every five years. The RTP is a multimodal approach to addressing congestion and transportation needs over the next 20+ years. The RTP includes roads, transit, active transportation options such as walking and biking, and also examines new technologies, travel strategies, and choices that maximize the use of current transportation infrastructure. In addition to a robust public engagement effort as part of the CAMPO adoption process, regional agencies cooperate in the development of the RTP. The Mobility Authority does not determine which roads to build. CAMPO develops the RTP for the region, prioritizes projects, estimates cost per project, and determines the most viable funding options on a case-by-case basis. All Mobility Authority projects begin as recommendations in the CAMPO plan. The Mobility Authority is the sponsoring agency for the MoPac South Project. CapMetro, City of Austin, and the Project Connect teams have reviewed the proposed MoPac South schematic and are working together to ensure proper transit access for their current and projected uses along the corridor. Should CapMetro propose additional improvements along Mobility Authority projects in the future, the agency would work to support those efforts as has been done in the past on other transit proposals.
TRA-2	Transit	The Mobility Authority and the MoPac South Project team are coordinating with CapMetro as they work to determine appropriate locations for Park and Rides in the near- and long-term near MoPac South, and to determine additional options for enhancing transit infrastructure in and near the corridor. The Mobility Authority is actively working with CapMetro and City of Austin to ensure that ingress and egress along the MoPac South corridor has been appropriately placed and designed to support near- and long-term bus operations and transit access. The MoPac South Project will not preclude the addition of Park and Ride facilities if there is a desire to add them in the future.
TRA-3	Transit	As Austin's regional public transportation provider, CapMetro leads the development of new public transportation options or incentives in the region. Learn more at capmetro.org. As a regional transportation partner, the Mobility Authority is committed to supporting initiatives of partner agencies. Currently, CapMetro registered vanpools and Metro Express buses ride toll-free on all Mobility Authority facilities, including the proposed future MoPac South Express Lane(s), if constructed. The Mobility Authority is also a sponsor for, and collaborates with Movability, Central Texas' transportation management association solely dedicated to working with employers and individuals to create mobility plans with a wide range or mobility options. (https://movabilitytx.org/). The Mobility Authority also supports regional TDM efforts to encourage more efficient travel behavior and contributes as a key stakeholder. CapMetro, City of Austin, and the Project Connect teams have reviewed the proposed MoPac South schematic and are working together to ensure proper transit access for their current and projected uses along the corridor. Should CapMetro propose additional improvements along Mobility Authority projects in the future, the agency would

Code	Category	Response
		work to support those efforts as has been done in the past on other transit proposals.
TRA-4	Transit	Working in partnership, CapMetro, Austin Transit Partnership and City of Austin are implementing Project Connect, a comprehensive transit system expansion. Learn more at https://projectconnect.com/. The effects of this more than $7B investment in multimodal transportation alternatives are reflected in the travel demand modeling forecasts for MoPac South.
TDM-1	Transportation Demand Management	The Mobility Authority sponsors and collaborates with Movability, Central Texas' transportation management association solely dedicated to working with employers and individuals to improve the region through commuter options that save time and money (https://movabilitytx.org/). The Mobility Authority also supports regional TDM efforts to encourage more efficient travel behavior, including workforce initiatives to support hybrid working, carpooling, and multimodal travel options. Furthermore, there are a variety of private transportation providers that offer ridesharing options, such as Uber and Lyft. Variable--priced express lanes could also generate demand for private shared ride providers to supplement public transportation services, thus sharing the higher cost of peak period express lane use among multiple commuters.
TES-1	Threatened & Endangered Species	The Mobility Authority has conducted and will continue to conduct studies of potential habitat and absence and presence surveys for threatened and endangered species during the Environmental Assessment (EA) process. This effort will inform the design process and demonstrate compliance with TxDOT, NEPA, and the Endangered Species Act (ESA) requirements. Studies will identify potential habitat, inform the impact analysis, and aid designers in avoiding potential or critical habitat for listed species. No endangered species were encountered during the field investigations conducted in the summer of 2013 and spring of 2014 and 2015. The biological assessment for the project will address nine ESA-listed species: Austin blind salamander (*Eurycea waterlooensis*), Barton Springs salamander (*Eurycea sosorum*), Bee Creek Cave harvestman (*Texella reddelli*), Bone Cave harvestman (*Texella reyesi*), Tooth Cave spider (*Tayshaneta myopica*), golden-cheeked warbler (*Dendroica chrysoparia*), monarch butterfly (*Danaus plexippus*), tricolored bat (*Perimyotis subflavus*), and bracted twistflower (*Streptanthus bracteatus*). The monarch butterfly is a candidate species and the tri-colored bat is a proposed endangered species. The other species are federally listed endangered species. The study area contains potential habitat for two federally listed endangered salamanders, the Austin blind salamander and the Barton Springs salamander. As such, the project team performed a survey in 2021 which did not detect any federally listed salamanders. The study area was also surveyed for freshwater mussels in 2024, and no state-listed or federally listed mussel species were observed. Surveys conducted in 2014, 2015, 2016, 2018, 2019, 2020, 2021, 2022, and 2024 of potential habitat for Golden-cheeked Warbler did not identify any populations within the proposed ROW. The Mobility Authority has elected to continue annual surveys for these species during the EA process. The Environmental Assessment is anticipated to identify mitigation measures to avoid and minimize impacts to threatened and endangered species, such as temporary and permanent water quality best management practices , clearing vegetation outside of nesting season, and performing species surveys again prior to any construction activities that will be incorporated into the project. The project team will consult with U.S. Fish & Wildlife Services (USFWS) on any impacts and potential mitigation measures for federally listed species, and Texas Parks & Wildlife Department (TPWD) for state-species. A technical memorandum will be prepared as part of the study and the findings will be summarized in the draft Environmental Assessment for public review and comment.
TF-1	Transportation Funding & Tolling	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 Mobility Authority does not determine which roads to build. CAMPO develops the RTP for the region, prioritizes projects, estimates cost per project, and determines the most viable funding options on a case-by-case basis. All Mobility Authority projects begin

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		as recommendations in the CAMPO plan. The environmental study was identified to be funded with Rider 42 funds, which were allocated as part of the state budget for TxDOT. Lawmakers gathered in 2011 and set aside funding to get the state's highest priority roadway projects moving forward. They worked with Texas A&M Transportation Institute (TTI) and partnering agencies to prioritize projects that would achieve the largest benefit for the region. Rider 42 funds allocated for the MoPac South project were insufficient to cover the full cost of the study. As a result, Mobility Authority has been covering the expenses to finish the study. Both previous and current RTP 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 RTP and STIP and is developing the MoPac South Environmental Study cooperatively with regional partners. 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. Per Texas state law, no existing lane will be converted to a toll lane. Existing capacity must be preserved or enhanced and any tolled addition to a roadway is added capacity on the roadway.
TF-2	Transportation Funding & Tolling	Roads don't simply become free once construction debts are paid off. Costs for operations and maintenance continue throughout the entire lifecycle of a road. Use of roadways degrades them, and without regular maintenance, our roads would eventually need to be fully reconstructed, rather than simply repaired. Furthermore, the cost of maintenance over time is three-to-four times greater than the initial cost of building the road. By the time construction debts are paid off, a road is often near the end of its lifespan, when rehabilitation and possible expansion are needed. A continuous funding stream is needed to maintain the road, and this can only be paid through increased taxes or toll revenue. Because the state's transportation tax revenue barely covers existing highway maintenance, it is difficult for the system to absorb new road maintenance costs. Additionally, surplus revenue from toll transactions can be used to build and enhance future transportation infrastructure. As more roads are built, a greater share of available funding goes to maintenance.
TN-1	Traffic Noise	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 for the Recommended Build Alternative. The analysis will follow the latest version of TxDOT's Traffic Noise Policy and Traffic Noise Implementation Guidance. The noise analysis performed for the Environmental Assessment includes locations within 500' of MoPac, which is the area likely to notice noise effects. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future traffic noise levels, and analyzes 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. The results of that analysis will be shared in the draft Environmental Assessment and at the Public Hearing. 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/ The noise analysis will also be considered in the cultural resources and community impact assessment.

Code	Category	Response
TO-1	Traffic Operations	In response to public concerns about the direct connection to Cesar Chavez Street in operational configuration options 1A and 2A, and the potential for drivers to weave over multiple lanes of traffic to access the ramp that connects to Austin High School, the project team shifted the merge point of the direct connector ramps further east on Cesar Chavez Street. This prevents drivers from weaving over multiple lanes and exiting to Austin High School. If the Project moves forward into construction, the Project Team will make every effort to minimize impacts to Austin High School operations, including but not limited to pick up and drop at the Zilker Park parking lot and the Roberta Crenshaw Pedestrian Bridge. Should construction plans affect operations, the Project Team will develop and publicize Maintenance of Traffic measures describing impacts and sharing alternate routes. Post-construction, is anticipated that traffic connecting to downtown via Cesar Chavez Street will not change as a result of the Recommended Build Alternative.
TO-2	Traffic Operations	In 2015, 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. DTAs are traffic models that examine how drivers modify their travel patterns to take advantage of the least congested routes when changes are made in a transportation network. The DTA for MoPac South was conducted for the year 2020 because, at the time the study was conducted in 2015, it was the earliest possible date that the project could have opened to traffic, had the project development process not been paused. The DTA study 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. Regardless of operational configuration, the study showed that the proposed project would have improved downtown travel time in 2020 when compared to the No Build Alternative. During the morning peak period (6am to 9am) travel times would have been: • 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 (3:30pm to 6:30pm) travel times would have been: • 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 The technical report explaining the DTA results can be found at www.mopacsouth.com/environmental/past-events.php. The Mobility Authority is performing an update to the DTA.
TO-3	Traffic Operations	The travel demand model, based on the regional transportation plan, is used to evaluate the build alternatives, and does include and consider impacts to travel times of the corridor beyond the project logical terminus. The Recommended Build Alternative, if constructed, would be designed to transition seamlessly into the existing express lane

Code	Category	Response
		north of Cesar Chavez Street and would improve overall corridor operations, including addressing congestion and weaving issues near Lady Bird Lake. 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.
U-1	Ultimate configuration	All signage will be developed for the proposed project following the latest version of TxDOT's Manual on Uniform Traffic Control Devices.
WQ-1	Water Quality & Water Resources	The Mobility Authority recognizes the sensitivity of the Edwards Aquifer Recharge Zone. The project will evaluate and develop water quality protections for both temporary water quality during construction and permanent water quality. The project will comply with the Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Protection Program rules, and the Federal Clean Water Act, while striving to align with local City of Austin Save our Springs water quality ordinances. The Mobility Authority has a track record of implementing Best Management Practices (BMP) for Environmental Protection. On the 45SW Project, the BMPs implemented resulted in a 98% removal of the increase in total suspended solids (TSS) over the Recharge Zone – a water quality measurement used by the TCEQ as an indicator constituent to protect natural water flows by managing storm water runoff. This is well above the 80% required by the TCEQ. The MoPac South Project aims to exceed requirements by achieving 100% TSS removal of new impervious cover. Among other environmental commitments and mitigation measures that will be identified in the Environmental Assessment, if environmentally cleared, and if the project proceeds to final design and construction, because this segment of MoPac South is within the Edwards Aquifer Recharge Zone, the design documentation will include the preparation of a Water Pollution Abatement Plan (WPAP) for approval by the TCEQ. Any new impervious cover over the recharge zone must meet the Edwards Aquifer Rules for the removal of TSS from storm water runoff. The project will consider upgrading and replacing existing water quality structures and implementing other permanent BMPs to the corridor. 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 design and construction to describe the storm water management controls and various Best Management Practices (BMPs) necessary to reduce pollutants in stormwater runoff during construction. 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. Along the corridor, there are locations of erosion along local trails and conveyance outfalls within the creek areas, for which the Environmental Assessment will identify mitigation measures. 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 allow the conveyance of the 100-year flood, while minimizing impacts 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 result in adverse impacts. Coordination with the local Floodplain Administrator is required and will occur during design phase.
WQ-2	Water Quality & Water Resources	The water quality treatment locations identified in the draft for schematic are possible locations identified. The Project team will make efforts to utilize locations or methods that minimize impacts to existing spaces.

Number	Date	Name	Comment	Response Code
1	11/12/2024	Scott Dukette	Build it now! Appreciate elegant solution presented for downtown connection!	Comment noted.
2	11/12/2024	Kate Csillagi	I want to understand why CTRMA is skirting a full EIS study. Adding these toll lanes will only reduce traffic by 5 minutes but threatens to destroy precious habitat.	ENV-1
2.01	11/12/2024	Kate Csillagi	Also there is clearly an alterior motive to connect I-35 with MoPac, essentially making MoPac another commuter highway.	RP-2
2.02	11/12/2024	Kate Csillagi	This expansion threatens an area of town I grew up in including Austin High, Zilker Park, Barton Springs, and Lady Bird Lake.	SCI-1, CR-2
2.03	11/12/2024	Kate Csillagi	Please consider alternatives.	Alt-1
3	11/12/2024	Bobby Levinski	This project significantly affects Barton Springs and the endangered salamanders and there is still no commitment on water quality treatment.	WQ-1, TES-1, C-5
4	11/12/2024	Trammell Cooper	1. East/West traffic from Westlake and Bee Caves to 360 losing access to Express lanes. Seems to benefit North/south at expense of east/west. Concerned about impact to expansion of business in West Lake. 2. When going North on Mopac and exiting to North on 360, the access road is very dangerous with accidents ferquently.	TO-2, D-7
5	11/12/2024	Dough Spaeth	How does a science-based democracy get away with environmental impact statements that clearly favor the construction industry and its allies? Assuming this project goes through with an EIS that gives the go-ahead for additional lanes on Mopac. The TxDOT Project at Oak Hill "Parkway" is an example of this bias towards construction at the expense of hundreds of heritage trees and the percolation of clean water into the Edwards Aquifer, for which TxDOT ignored its own signage at Oak Hill.	ENV-1
6	11/12/2024	Eric Guenther	1. Highway expansion will not reduce congestion. Please examine other alternatives such as commuter rail or transit.	TRA-3
6.01	11/12/2024	Eric Guenther	2. Air and water quality is not adequately addressed as more cars tend to worsen pollution. 3. More expansion will degrade environmental quality outside of the area.	AQ-1, WQ-1
6.02	11/12/2024	Eric Guenther	4. Please opt for No Build and put money to better use.	Alt-7
7	11/12/2024	Nick Blok	Move the detention ponds on the south side of L.B.L. This is a huge trail entry that will be negatively impacted. Or can it be capped/covered to use its pedestrian space?	WQ-2
7.01	11/12/2024	Nick Blok	Maintain some light filtering between bridges over L.B.L. Shading the full span will have negative ecological impacts.	ECO-1
8	11/12/2024	Robin Rather	This project requires a full EIS not just an EA. As climate change continues to intensify, we will need to understand ALL impacts re: heat island effect, water protection effects and impacts on biodiversity, tree canopy and human survival. Please do not short cut the full E.I.S. which is required by law and more importantly is needed to accurately predict human and ecological implications.	ENV-1, AQ-2
9	11/12/2024	Jennifer Bills	I drive on Mopac from Parmer ot Lake Austin. The flexible deviators are broken and usually ignored. Cars often merge at random points, creating potentially dangerous opportunities for collision. Consider more permanent// discouraging separators for the south Mopac Express lanes.	D-1
10	11/12/2024	Jacob Pratt	Attempting to curb traffic issues by adding more lanes to alter bloated highways in no solution. The only thing this course of action does is put more people on the roads, forcing us to consider the question again in a few years time.	ICI-1
10.01	11/12/2024	Jacob Pratt	The proper solution to mobility issues in any when environment is public transport. Cap metro, walking/bike lanes, buses, etc. for the future of the people of Austin, i implore us all to consider beyond the expansion of Mopac.	Alt-1, TRA-1
11	11/12/2024	Ian Wilson	It seems like you all are working very hard! -Please add as many trees as possible.	AE-1
11.01	11/12/2024	Ian Wilson	Please provide context to all of the projects history, as I wasn't around for its start.	Alt-1, OCO-2, OCO-3, OCO-4
11.02	11/12/2024	Ian Wilson	please communicate the non-road expansion lanes. These tax payer dollars could be spent to improve our region.	TF-1, BP-1
11.03	11/12/2024	Ian Wilson	Please prioritize both for the project and These outreach sessions, how safety is prioritized for all road users. Way too many people are hurt or die.	SF-1
12	11/12/2024	Jessica Gilzons	I am hopeful this project may address noise concerns in Zilker Park (Austin Nature and Science Center and Zilker Botanical Gardens)	TN-1
12.01	11/12/2024	Jessica Gilzons	Please give Kelly R (Historical) and Ryan (Noise) my email address [redacted]. I would love to show them the Ashford McGill House.	Your information has been shared.
13	11/12/2024	Miriam Shoenfield	There should be an EIS with a new study of alternatives.	ENV-1
14	11/12/2024	Stephen Beers	Give us an EIS not an EA. Give us a new study of alternatives.	ENV-1
14.01	11/12/2024	Stephen Beers	Give us cost completion estimates. Thank you.	OCO-1
15	11/12/2024	Karen Kreps	Stop the project! Do not impact the creek or aquifer. I thought we done this project docon 5 years ago.	Comment noted.
15.01	11/12/2024	Karen Kreps	Don't sued widen roads.	D-1
15.02	11/12/2024	Karen Kreps	Run more public transit.	TRA-1

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16	11/12/2024	Melissa Morron	Eliminating the North express left entrance just north of Cesar Chavez Road makes this improvement worse for all of us. At exactly the point where traffic is already stopped. Please keep the left northbound express entrance just north of Cesar Chavesz.	D-3
17	11/12/2024	Victoria Rose	I want TxDOT and CTRMA to conduct a full environmental statement rather than just an EA.	ENV-1
17.01	11/12/2024	Victoria Rose	I am concerned that the section 7 consultation process with FWS has not yet been initiated, and I am concerned that endangered species will be harmed by this project.	TES-1
17.02	11/12/2024	Victoria Rose	I am concerned that the transit only lanes and HOV lane alternatives were rejected for not benefiting all corridor users when the preferred alternative only decreases travel time by 5 minutes for these that use the express lanes. I would like the consideration of a "no build" alternative that provides safety upgrade and other updates to Mopac that don't include build outside of the current right of way. In short, I do not want the preferred alternative build due to concerns of negative impacts to the environmental> I'm also concerned that the actions appear to have predetermined the outcome of the RA rather than performing honest evaluation of whether there will be significant environmental impacts.	Alt-1, Alt-3, Alt-4, Alt-5
18	11/12/2024	Bobby Levinski	The Austin Blind salamander is missing from the slides. The caves are missing from the slides. The habitat at Barton Springs is not listed on the slides. There is a sec 7 consultation slide ui trat telling the public it hasn't been done yet. There will be a significant impact to these specicies on any committment for protection.	TES-1
19	11/12/2024	Stacey Gardner	I want to make sure that there will not be any additional traffic dumped onto Cesar Chavez affecting the safety of our students at Austin High.	TO-1
19.01	11/12/2024	Stacey Gardner	That there is a robust environmental impact Study especially water quality fo the Edwards Aquifer. And that traffic patterns are updated as use is decreased or increased accordingly.	ENV-1, WQ-1, RP-1
20	11/12/2024	Rita Berry	There seems to be a lot of money spent on this project to save a small amount of time. What is the amount of taces we will be paying to support this.	TF-1, OCO-1
21	11/12/2024	Jay Blazek Crossley	Please don't add single occupant vehicle lane to this corridor.	D-1
21.01	11/12/2024	Jay Blazek Crossley	Please rewrite the purpose and need to match current TxDOT and CTRMA priority of safety and reducing deaths and serious injuries.	PN-1
22	11/12/2024	Charlotte Smith	I like my school and I know this do too. Im 15 and don't have a lot of say in my city government or my neighborhood and so I'm leaving this here. The expanion of Mopac could misplace families, noise on property and effect better opens that we need. Our environement can't make it.	SCI-1, TN-1
23	11/12/2024	Adam Greenfield	I want an EIS for this project. This is important enough, will have significant impacts, and I want additoinal alternatives to be considered.	ENV-1
24	11/12/2024	Paul W Laird	Will the HOV lane be open for motorcycles in the proposal?	Alt-3
25	11/12/2024	Lily Wilkerson	This is the greatest highway project I have ever seen proposed in this nation. It addresses every issue on the corridor for general traffic while adding express lanes for further capacity. The merging improvements on this project alone are enough to warrant its construction.	Comment noted.
25.01	11/12/2024	Lily Wilkerson	Removal of the NB William Cannon Exit Only is something I have been asking for for decades. Adding a braided ramp for the management of SB traffic between US 290 and William Cannon is a no-brainer. Actually utilizing the existing SB bridges, wide enough for three lanes, that are currently striped for two! It's beautiful. I have sat in congestion on this corridor for more hours of my life than I wish to count. Every day I would curse the traffic engineers that made seemingly minor decisions that added 15 minutes of delay, at a minimum, to every trip. Lanes ending with half a mile of asphalt left untouched ahead. Exit Only lanes leaving the highway and a general purpose lane taking their place immediately after (NB William Cannon Exit). It's no small part of why I decided to pursue Civil Engineering. But it appears those wrongs are on track to be righted. I strongly support this project and wish to see it completed as soon as possible. Godspeed.	Comment noted.
26	11/12/2024	Adam Houghton	That seems like a whole lotta unnecessary pavement and construction hassle for not that much drive time improvement in 20 years. Build the shared use paths and leave the rest alone!	Comment noted.
27	11/12/2024	Elizabeth McGreevy	This plan is based on outdated population data that is more than 14 years old. That is a significant problem. The 2025 Campo Plan, adopted in 2010, predicted an enormous influx of people to the region. This would justify building larger highways. But, based on Austin's press release dated March 14 2024 (see link below) population growth is experiencing a downward trend. I can't find anywhere in the scope that considers these downward trends. It is irresponsible to not consider these trends when proposing expensive highway expansions. https://www.austintexas.gov/news/new-census-data-austin-metro-slips-top-spot-remains-one-nations-fastest-growing-regions#:~:text=All%20three%20of%20the%20largest,resulting%20in%20negative%20net%20migration.	RP-1
28	11/13/2024	Shawna Renold	I live in north Hays County and travel this stretch of road every day. While I agree that it needs a some sort of improvement to relieve congestion, I also think there needs to be a major investment in a comprehensive public transportation plan - buses and/or trains with a dedicated roadway would help relieve congestion more in my opinion.	TRA-1, ,TRA-3

Number	Date	Name	Comment	Response Code
28.01	11/13/2024	Shawna Renold	Adding a toll lane has not helped congestion on north Mopac during rush hour, and I believe that all people, not only wealthy people who can afford to pay a high daily toll, deserve to have a less stressful commute. Many people live outside of the Austin city limits because housing is less expensive there. They may not be able to pay the toll for their commute. Please keep studying alternatives to this.	PP-1, EL-2
29	11/13/2024	Clinton Waggoner	It is difficult to tell from the diagrams and flythroughs, but it appears that nothing has been done to fix the dangerous situation when trying to exit from MoPac south to Bee Caves Rd westbound. Exiting traffic must change multiple lanes to the right in a very short distance to cross the road that comes from Barton Springs. This is a recipe for accidents and backups. There should be a dedicated elevated exit ramp that crosses over to Bee Caves Rd directly without the need to merge right across multiple lanes of traffic. Also, there should be a clear path for traffic that wants to exit downtown and go west on Bee Caves road without needing to first get on MoPac mainlanes and then exit in a short distance. Failure to provide such a path results in unnecessary merging and resulting traffic slow down at a very busy point. Same holds true for traffic coming from North Mopac.	D-7
29.01	11/13/2024	Clinton Waggoner	Nothing has been done to fix the intersection with Loop 360. This is a busy intersection and there should be a good interchange in place that does away with the need for a traffic light at Loop 360.	D-1, OOS-4
30	11/13/2024	Tom and Reina Wiatt	Thanks for the interesting information last night on this project. Two major questions: 1) What plans, if any, are included relative to the continuation of Toll 45 to I-35 south of Austin? This project has major implications for MoPac as it could turn it into a free version of 130 by giving 18 wheelers another way to bypass I-35 through town	RP-2
30.01	11/13/2024	Tom and Reina Wiatt	2) Is there a way to incorporate HOV traffic into the plan? We are familiar with I-10 west of Houston where toll and HOV run together almost all the way into the city.	Alt-3
30.02	11/13/2024	Tom and Reina Wiatt	As two people who haven't followed this closely we would have appreciated an introduction/summary of the project as the first display. Instead a lot of emphasis was placed on history, environment, biology, culture, water, etc etc	Comment noted.
31	11/13/2024	Nicholas	Subject: Improving MoPac for a Greener, Less Congested Future I am writing to express my concern about the environmental impact of MoPac and to suggest potential improvements that could make it a more sustainable transportation corridor. While the recent expansion of MoPac has addressed some congestion issues, it's important to consider the long-term environmental implications. I believe we can implement strategies that balance traffic flow with environmental sustainability. Here are a few suggestions: * Prioritize Public Transportation: * Invest in high-frequency, reliable bus rapid transit (BRT) along the MoPac corridor. * Expand MetroRail service to connect with MoPac, making it easier for commuters to choose public transportation. * Encourage Active Transportation: * Develop safe and well-maintained bike lanes and pedestrian paths along MoPac. * Implement programs to incentivize biking and walking, such as bike-sharing programs and pedestrian-friendly infrastructure.	BP-1, TRA-1, TRA-3
31.01	11/13/2024	Nicholas	* Implement Green Infrastructure: * Incorporate green roofs and green walls into MoPac's design, reducing stormwater runoff and improving air quality. * Plant native vegetation along the corridor to provide shade, reduce heat island effects, and support local biodiversity. * Utilize Sustainable Materials: * Use environmentally friendly materials in construction and maintenance, such as recycled asphalt and low-VOC paints. * Explore opportunities to incorporate solar power into the design of MoPac infrastructure. By prioritizing sustainable transportation options and implementing green infrastructure, we can reduce traffic congestion, improve air quality, and create a more livable city. I urge you to consider these suggestions as you plan for the future of MoPac. Thank you for your time and consideration.	AE-1, C-4, D-1, AQ-2

Number	Date	Name	Comment	Response Code
32	11/13/2024	Rod DeMay	I wanted to make a few quick fix suggestions for the segment south of 71 exchange (where traffic is heading south). My suggestions are similar to the lane modifications between the 2244 and the 360 loop - which I believe were highly effectively. The current problem: 1. Far left lane (fast lane) is forced to merge right near William Cannon. This creates a horrible bottleneck as faster traffic is merging into slower traffic (which is often entering from the 71). 2. Right after the merge noted in 1, there's another slow down due to people entering (merging left) from William Cannon near Chuys. This merge happens on the right side of the roadway. #1 & 2 happen within a few hundred yards and creates a double whammy of cars merging in opposite directions, preventing continuous traffic flow as all lanes are subjected to merging at some point. Easy solution: 1. Extend the left lane all the way to Slaughter (ideally past the bridge). This should require minimum effort as the shoulder is already wide enough for the lane for a significant portion of this. Most of the traffic exits at Davis and/or Slaughter. 2. Add lane that runs from William Cannon entry ramp to (ideally) Slaughter, but even to Davis would be a huge help as well. The above eliminates this double merge bottleneck.	D1, D-2,
32.01	11/13/2024	Rod DeMay	As far as the express lane, I see little value of having this anywhere south of the 71 - especially if it doesn't allow for the changes noted above. Anything that leaves those merges or takes away lanes will compound the problem. The other reason that I question the need for express lane south of 71 is that there really isn't much development in this direction (that I'm aware of!).	RP-1
33	11/13/2024	Thomas Thayer	I viewed the MoPac South open house, and after considerong all options I am in favor of the no build option. I don't see where the managed lanes will improve traffic at all - managed lanes have not improved traffic on MoPac North.	Alt-7, PP-1
33.01	11/13/2024	Thomas Thayer	It is a waste of money to pursue an option that won't make much of a difference. And the long years of contruction will exacerbate traffic and present dangers to drivers. Costs too much - does too little.	C-1
33.02	11/13/2024	Thomas Thayer	I do have a question about the sidewalks - will there be continuous sidewalks on the southbound side of the higheway from US 290 to William Cannon? Is there a detailed map of bike/pedestrian improvements? Will there is changes to the William Cannon/MoPac frontage road configuration to improve safety? It is currently a very dangerous intersection. I would just do the bike/ped improvements, shelve the managed lanes, and call it a day. We would all save a lot of money without committing ourselves to a rpoject that could be outdated by the time it is complete. Technologial advancements in self-driving vehicles could render all of this obsolete. Who knows what other advances there will be? Why spend money on 20th century solutions to 21st centiry problems?	BP-1, SF-1
34	11/13/2024	Clinton Waggoner	It is difficult to tell from the diagrams and flythroughs, but it appears that nothing has been done to fix the dangerous situation when trying to exit from MoPac south to Bee Caves Rd westbound. Exiting traffic must change multiple lanes to the right in a very short distance to cross the road that comes from Barton Springs. This is a recipe for accidents and backups. There should be a dedicated elevated exit ramp that crosses over to Bee Caves Rd directly without the need to merge right across multiple lanes of traffic. Also, there should be a clear path for traffic that wants to exit downtown and go west on Bee Caves road without needing to first get on MoPac mainlanes and then exit in a short distance. Failure to provide such a path results in unnecessary merging and resulting traffic slow down at a very busy point. Same hold tru	D-1, D-7, ROW-1
34.01	11/13/2024	Clinton Waggoner	Nothing has been done to fix the intersection with Loop 360. This is a busy intersection and there should be a good interchange in place that does away with the need for a traffic light at Loop 360.	D-1, OOS-4
35	11/13/2024	Horacio Gasquet	I am really disappointed by the lack recognition of the existing problems with traffic flow at downtown, at HWY360, and at William Canon. Especially at MoPac and Town Lake. The biggest bottleneck is getting over the bridge and all the lanes that are forced to merge, or exit only ramps that are underutilized. This plan DOES NOT fix the traffic issues. In fact the current problems are ignored. North Mopac project made traffic worse and so will the South Mopac project as designed. Video does not show the true density of traffic and the lack of space to merge into an already packed freeway. We need a separate bridges over the river for each of HOV/Express, main express lanes (at least 4 in each direction), North bound exiting traffic to downtown, South bound merging traffic from downtown. That looks like a total of 2+8+2+2, or 14 lanes crossing Lady Bird lake. Given the cave found during the North MoPac work, a serious re-thinking of eminent domain is needed to move this forward.	TO-2, D-1, D-3, D-2

Number	Date	Name	Comment	Response Code
36	11/13/2024	Garret Nick	Why on Earth would you be starting this process while I-35 AND South Lamar are under construction for the next 10 years? What are the North/South travel routes people are to use? Also, as it has been proven time and time again… building more roads only guarantees more traffic.	C-3
36.01	11/13/2024	Garret Nick	This plan provides ZERO alternatives to single occupancy vehicles. This money should be spent on local and regional rail options to get people OUT of their cars.	Alt-1, TRA-3
36.02	11/13/2024	Garret Nick	In the process, Zilker Park and all natural areas in the project zone will suffer for years. Let those who choose to commute and to live far from work or school sit in traffic. This is the TX style highway expansion nanny state that never ends.	CR-2
37	11/13/2024	Jason Diffendall	In general this project seems great. Has there been any consideration to make the two express lanes switch direction to absorb peak traffic? For instance the lanes should shift all northbound during the morning commute, and all southbound during the afternoon/evening commute.	D-1
38	11/13/2024	Adrian Helen	I protested the previous version of this plan and I am very unhappy to see this plan appear after such a short period of time.	Comment noted.
38.01	11/13/2024	Adrian Helen	Please, no more express lanes and no more toll roads. Even though there is no additional elevation in this plan at Lady Bird Lake, the trail under MoPac would once again be plunged into darkness by this. The express lanes add more concrete and bridges than general purpose lanes because of the additional access needs. Bottlenecks at 360 and William Cannon could be addressed without express lanes, which also introduce more congestion at entrances and exits. I think the existing express lane is a mistake, especially the ridiculous tunnel that needlessly complicated the build. I use MoPac most days and am still very much against this plan.	Comment noted.
39	11/13/2024	Bruce Byron	The recommended option 2C provides the best solution for improving traffic to/from southwest Austin and adjacent areas.	Comment noted.
40	11/13/2024	Parker Donnelly	I live in Circle C and commute frequently via MoPac to downtown. 1. I would propose that there should be three southbound lanes extending to Slaughter (or at least Davis). 2. Northbound William Canyon exit should not be exit only, as the third lane is added back shortly after the exit already.	D-1, D-2
41	11/13/2024	Jackson Hurst	I approve and support TxDOT's/CTRMA's MoPac South Project. I approve and support the build alternative for TxDOT's/CTRMA's MoPac South Project because the build alternative will add 2 Express Lanes with Elevated Ramps near Barton Skyway which will improve safety, reduce congestion, and improve travel times on TX-Loop 1 from Cesar Chavez Street to Slaughter Lane.	Comment noted..
42	11/13/2024	Heyden Black Walker	This project is over the aquifer, through Zilker Park, over Lady Bird Lake, and very close to Barton Creek / Barton Springs. There needs to be a FULL Environmental Impact Statement with a complete analysis of all of the impacts to parkland, water quality, karst formations, historic resource, air pollution, water pollution, noise pollution, and ALL other impacts. It is well known that Austin already exceeds limits for PM2.5 and Ozone. Just because we are in attainment at the moment does not those pollutants are not impacting our population adversely. Those pollutants, and all others, should be measured along Mopac (not just assumptions plugged into models), evaluated in a full EIS, and there need to be realistic projections of how this project will directly and cumulatively impact our air quality & water quality.	ENV-1, AQ-1, WQ-1
43	11/14/2024	Camille S.	I am a resident of Austin (78723) and I oppose the expansion of MoPac. Freeway expansions do not work. - They give the false fallacy that there will be less traffic, causing more traffic - More traffic = more accidents - More traffic = worse air quality - More traffic = worse health outcomes This is extremely disappointing that the City of Austin continues to support highway expansions (see I-35 expansion) instead of sustainable solutions such as public transportation.	PP-1, ICI-1
44	11/14/2024	Lizzie	Thank you for the opportunity to comment. I am in support of this proposed project and urge the Mobility Authority to fast track this project to construction. I drive this route weekly and the option to avoid peak congestion is very much needed. I appreciate that the design proposes two express lanes versus one express lane, as I have often experienced unsafe and dangerous drivers behind me in the MoPac Express Lanes north of the river, and wished there was a safe way for them to pass me.	Comment noted.
45	11/14/2024	Lee Anne Hilsabeck	Moving back to Austin after 23 years away I am frustrated and saddened that no progress has been made around expanding light rail and instead the powers that be continue to focus on expanding highways which leads to more negative environmental impact. How about a smart solution that provides transportation and is better for the environment. Austin should not be so sorely behind!	TRA-3
46	11/14/2024	Chris Hotz	Maybe already WIP (construction signs up), but could immediately help resolve the bottleneck on Mopac southbound near William Cannon by continuing the road as 3-lanes a mile further than currently…the pavement is already there so just a re-striping. This ought to help greatly with the slowdown that occurs daily at the "Costco Curve" as I call it.	D-2
47	11/14/2024	Cliff Priddy	I strongly favor the addition of two lanes northbound and two lanes southbound.	Comment noted.

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47.01	11/14/2024	Cliff Priddy	Additionally, I wish you would include at least one tolled lane all the way to and from Toll 45 SW. I live near Toll 45 SW and I fear this area will back up even more than it currently backs up in the morning and evening if a third lane in not added.	RP-2
48	11/15/2024	Brent Egeland	Road noise from Bee Cave Road to 360 has increased substantially following road widening at Barton Skyway. This is particularly loud as vehicle speed is higher south of Bee Cave Road as the congestion improves here.	TN-1
49	11/16/2024	Shawn Driver	Its incredibly unfair and counterintuitive/counterproductive to allow commercial/government vehicles up to and including school buses and charter busses to participate in the MOPAC express lane. There is only a single lane and it really hurts consumers who pay out of pocket for the service only to get stuck behind a school bus going 45 miles per hour.	EL-3
50	11/17/2024	Leigh Ziegler	Concern regarding the Mopac/ W Hwy 290 intersection and Express lane 1) ER Response from area to downtown trauma hospital...no improvement (Is Barton Creek area access to express lane still in plan design?)	EL-3, D-1
50.01	11/17/2024	Leigh Ziegler	2) Loss of potential for YBC trail @Mopac 290 intersection (Creek proximity with bridge requirement for pedestrian/biking)	BP-1
50.02	11/17/2024	Leigh Ziegler	3) poor mapping of Gaines Creek crossing (SW PKWY) and No listing of significant karst features there need better water quality and volume measurements between CoA detention pond (Industrial Oaks and W Hwy 290) to pond adjacent to unrecognized significant karst features along SW PKWY just South of Republic of Texas Monitor and minimize growing impact upon water quality. Consider expected development (capacity) of existing drainage pond (north side W HWY 290)servicing both sides of expanded W Hwy 290 -overflow to missing tributary to Gaines Creek	WQ-1, WQ-2
50.03	11/17/2024	Leigh Ziegler	4) define responsibility and options for Sound Control (cement, etc.) and direct water filtration in the area of elevated connection between W Hwy 290 and Mopac given the curve of the connecting ramp and slowdown/speed up of traffic there presuming an increased volume of intersection traffic.	TN-1
51	11/18/2024	Park Hills Baptist Church via Will Schnier	I am writing on behalf of Park Hills Baptist Church, located at [redacted]. We are located at the northwest corner of Mopac and Bee Cave Road. First, thank you for taking the time to host the open house at Austin High School last week. Pastor Samuel Clintoc and I were able to attend in person and we were pleased to see the progress you've made. During our visit we had the opportunity to visit with Zane Reid regarding the proposed plans. Second, we would like to request a view of the 3D model as it would look from the front of our property. We were told that this was something the team may be able to produce from the existing digital model. Third, during our review of the 2-D plans, we took note the planned water quality pond facility which was preliminarily located in the right-of-way in front of our church property. We would welcome more details about that WQ facility as they become more solidified. However we would also like to state for the record that we would prefer it not be located adjacent to our property. We appreciate the public transparency which you have brought to the process of expanding the highway and thank you for your efforts.	PI-5, WQ-1, D-1
52	11/18/2024	Charles Farris	I am not supportive of the expansion of Mopac South with express lanes. It is not the safest and most equitable solution to congestion in the area. The sites geology is complex and maintenance crews have struggled to contain sinkholes in the area. Additional bridges that would be necessary to create express lanes and their entrances and exits would cause more underlying and unpredictable geological problems. Express lanes are the most intrusive and Part of the original justification of this project was centered around providing commuter bus options to outlying areas. Since the pandemic these commuter style busses ridership has collapsed and shows little signs of returning. That is with express lanes available in the north side of Mopac. There is minimal downstream capacity around downtown to absorb the increased traffic from this project. All roads such as mopac north, 5th street, and Cesar Chavez are at capacity for much of the day. The time savings calculated in this project does not take into account that congestion is likely to back up onto this projects new lanes negating any time savings. Given the paid access express lanes have the best connectivity this will cause individuals to pay tolls just to gain access and avoid the congestion this project will create. Mopac between downtown and rm 2222 has no options for additional capacity. There is already a line of traffic that forms to enter the existing express lane which slows down general traffic daily. This is not the safest option available. The complex entrance and exit ramps increases hazards and conflict points. If this project does not take place better and more equitable entrances and exits can be constructed.	TO-2, D-1, D-3, TRA-1
52.01	11/18/2024	Charles Farris	I support a no build alternative over this project. The completion of this project will have a net negative impact on nearly all users of Mopac South. Minimizing time traveled on this corridor should not be a consideration or primary objective. Maximizing safe throughput on this ecologically and geologically sensitive zone should be the priority.	Alt-7, PN-1, SF-1
53	11/18/2024	John Kaschak	The upgrades to MoPac are imperative to Austinites in Southwest Austin. I trust the people employed by the city to their diligence when it comes to environmentally protected areas and this expansion is important for commuters in this part of town. As the city grows and we encourage higher density development in the core, the concept that residents and users of these developments can only enjoy the benefits of what makes Austin without a car is	C-5 ,SCI-1, BP-1, TRA-1

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			beyond unfeasible and creates unequitable environments for residents that rely on vehicle transportation. It would be a shame if I only my children were able to access Austin and State Museums because I live nearby. Everyone deserves these opportunities and not just citizens that live nearby and we need better vehicle transportation for those families that cannot walk, bike, or use public transportation where public transportation is not available to enjoy our beautiful city.	
54	11/18/2024	Christian Tschoepe	I don't support this expansion plan. The increase in pedestrian and bicycle infrastructure is not enough to offset how much this will deteriorate the urban fabric.	Comment noted.
55	11/18/2024	Cale Newman	I strongly oppose the expansion of MoPac. The existing footprint is more than sufficient, and traffic should be moderated via tolling existing lanes, and directing those toll revenues to fund transit and bike+pedestrian facilities. This project will be terrible for both the local environment and CO2 emissions.	TRA-1,BP-1, AQ-2
56	11/18/2024	John Young	My biggest frustration with this proposal though is the rating criteria. 'Serve all roadway users' really just means 'prioritize single occupant vehicle traffic' since that demands the most space per user of any form of transit. The criteria should really be 'most space/cost efficient way to move people/goods' which would better reflect the reality that public transit is a far far more efficient way to provide transit in cities than adding yet more lanes that will be back at capacity within a few years. We've spent the last 50+ years sacrificing quality of life in our cities to benefit suburban commuters; it's time to flip that script.	OCO-3
56.01	11/18/2024	John Young	I'll start with a couple good things: first is I'm glad this proposal isn't increasing the overall footprint of the highway. And I'm glad to hear there are pedestrian improvements planned, though I would like to see more details on those. If they're too close to the highway itself they're just going to be really noisy and unpleasant to use.	BP-1
56.02	11/18/2024	John Young	Something I'd like to see more info on: this proposal's impact on air pollution.	AQ-1
57	11/18/2024	Anonymous	Much better concept, love that it doesn't have visual impacts at Zilker and the lake. Still wish it had less pavement.	Comment noted.
58	11/19/2024	Shyra Darr	I am reaching out for a link or other guidance on how to access this page which the TxDOT site states will be available beginning at 5pm 11/12/2024 through 12/29/2024 to provide meeting materials for view and download, visual components, and an opportunity to comment on the proposed improvements.	Responded with Open House link on 11/19/24.
59	11/19/2024	Mike Murphy	I fully support the expansion of MoPac south with the maximum number of lanes. We need relief from congestion as soon as possible. In the meantime, the lanes on mopac south should be restriped from wm canon to Davis to add another lane. The curve immediately south of wm canon causes major backups that could be alleviated by restriping to extend the third lane to Davis.	D-2
60	11/19/2024	Dave Grabbs	It's a really bad idea. It will only screw up traffic for 10 years and will quickly get just as congested as soon as it is finished.	Comment noted.
61	11/19/2024	Anonymous	Mopac could use improvements but new lanes are unnecessary as we are investing in transit more - this contradicts with how the City is trying to move into the future	TRA-1
62	11/19/2024	Sebastian Stadler	This project does not make sense. The service roads are three lanes on both side and are hardly used. We can the design not take the available space into consideration but have to immediately consider going vertical so more tax payer dollars can be spent.	Comment noted.
63	11/19/2024	Daniel Hodge	As President of the Treemont Homeowners Association, a neighborhood of approximately 140 homes that is one block off of the west side of Mopac and runs essentially between Liberty Park Drive and Capital Parkway, I write to request concerns expressed by our neighbors. Specifically, our neighborhood is concerned about the impact of increased noise and respectfully requests that CTRMA and TXDOT consider erecting noise barriers to prevent increased traffic on MoPac from interfering with the tranquility of the neighborhood. Thank you for your consideration.	TN-1
64	11/19/2024	Rebecca Baltoi	I think that MoPac should be 3 lanes (not including exit / entrance ramps) in each direction from Slaughter Lane to downtown. The bridge over Davis Lane should have been widened 10 years ago, so that 3 lanes in each direction would be possible in that segment.	D-1
65	11/19/2024	Gwen Bame	Just want to be sure everything is being done to reduce and not increase the freeway noise from our street. I am concerned the elevated fly overs will add a large amount of freeway noise to our otherwise quiet neighborhood. Can noise abatement be added to those fly overs?	TN-1
66	11/20/2024	Matthew Loweree	I see from online that there is public input, public hearings (2025), environmental studies, etc for MoPac South expansion from downtown to Slaughter. However, there are currently physical road signs on MoPac South saying "Road Work to Begin Soon." Are these 2 occurrences describing the same scope of work?	Responded to via email regarding TxDOT bridge maintenance work.
67	11/20/2024	Cameron	Hello, I recently learned of this project and everything looks reasonable. The design appears great for a SHORT-TERM solution. However, I think we should focus on long-term solutions to traffic congestion for future Austin growth. Most of the current cycle of improving traffic times involves simply adding lanes to existing roads. Traffic increases, lanes are added, traffic goes down for a while then increases again, lanes are added, etc. This phenomenon has created a positive feedback loop that will just keep getting worse as Austin grows. We don't want Austin to become Houston or Dallas. Those cities make our traffic	D-4, TRA-1

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			look like nothing. Austin is rapidly growing, so we have the opportunity to improve our infrastructure before we become an even larger city. We can't just keep adding lanes to roads and highways. We need to focus on improving and revitalizing public transportation, specifically rail. People say "it's not that easy" and there might be "budget" constraints, but I don't believe it. We are going to get the same results if we keep doing the same things. Let's do something different for a change. Austin needs less cars on the road. That is the best fundamental solution. Obviously easier said than done, but it's not impossible. Please wrap up the roadway projects within the next decade and start looking at better alternatives for the long run. We need to stop pushing smarter solutions back because we're only hurting ourselves and future generations. They'll wonder why we waited so long. They'll be stuck with future problems that could've been alleviated if we had acted sooner. Thank you for your consideration.	
68	11/20/2024	Daniel Little	Expansion of highways for personal vehicles does not serve the city's needs and further divides the urban fabric with negative environmental impacts. Please consider transit priority lanes instead. Focus on moving people rather than vehicles. We need to be considering how to reduce car dependency, not further entrenching it.	Alt-4
69	11/20/2024	Scot Krieger	South Mopac desperately needs an expanded capacity, so I'm a proponent of much-needed construction.	Comment noted.
70	11/20/2024	Jesse Attas	The evaluation criteria for the build options seems flawed. Why are we optimizing for vehicle miles traveled and vehicle travel time? We should be optimizing for people, not vehicles. If an option allows a single vehicle containing dozens of people to travel more quickly then it should receive higher scores than an option that allows a single person in a car to travel more quickly. The transit option scores poorly and I suspect it is partly due to this flawed metric.	OCO-3, BP-1
70.01	11/20/2024	Jesse Attas	Similarly, we should include other quality of life measures besides operational efficiency. What about the health and environmental benefits of active transportation? What about the disruption to people and nature caused by construction and road widening? If we include factors like these then options like shared use active transportation paths would rank more highly.	BP-1, ICI-1
71	11/20/2024	Bobby Levinski	CTRMA should adopt more stringent controls, beyond baseline regulatory compliance, to manage and mitigate sedimentation and pollution during construction, like using multiple silt fences, sediment basins, and other best practices. City of Austin inspectors should be allowed to visit and monitor all construction activities at all times. Water quality controls should meet or exceed the standards set by the Save Our Springs (SOS) Initiative Ordinance to protect Barton Springs, Barton Creek, and the Edwards Aquifer, including the endangered species habitat (Austin Blind Salamander and Barton Springs Blind Salamander). To date, there has been no commitment to meet and exceed these standards, nor has there been any consultation with USFWS to assess the impacts to the endangered species habitat, Austin Blind Salamander, Barton Springs Salamander, Golden-Cheeked Warbler, or karst species within the project boundaries.	OCO-3, TES-1, WQ-1, C-5
72	11/21/2024	Shannon Smith	I live in Buda and drive to downtown everyday for work via 45 and Mopac (I live on FM 1626). Comment: IF we are not going to be able to expand 45 and/or get the connection to 35, then all of these expansions are going to create a bottleneck at Slaughter that runs past toll road to 1626.	RP-2
72.01	11/21/2024	Shannon Smith	This should not be approved if there isn't going to be regional support of Hays County to approve Cap Metro transit and/or we need a park and ride station at Slaughter that people can get on a bus back and forth from downtown. Something has to give. Also- I saw that the NB William Cannon frontage road will be improved but not SB William Cannon? That exit is extremely difficult to exit and navigate through different lanes on frontage to turn onto William Cannon. Thanks for all of your work to make this project a success!	TRA-1, TRA-2, D-2
73	11/21/2024	Matthew Shepherd	Toll lanes are terrible. Our tax dollars should pay for roads; it is undemocratic to privatize public infrastructure like that, especially when our entire system has been built around the automobile. With no viable public transit in this entire state, citizens are forced to drive everywhere using a 2,000 pound machine to transport one person. It’s incredibly inefficient, unsustainable and it only makes matters worse when the government sets up a situation where those with disposable income have better access to roads than folks who are pinching pennies in order to survive. It’s unjust annd classist, and it’s a practice that should cease immediately.	TF-1, TF-2
74	11/21/2024	Davis Caraway	While I agree that building additional tollways is one of the better methods to alleviate traffic congestion, I feel that the merits of a transit-only lane have not been properly considered. It seems that the rubric used for considering this plan are based on thinking that is based on assuming passenger vehicle use and is not fair to the way that mass transit works. It's true that the plan for the transit lanes does not address the first and last mile, however neither does an express lane. The fact that those using the lane have a vehicle does not make the first and last mile problems go away. As more vehicles use the Mopac corridor, the surface roads will surely also become more congested by the additional vehicles getting from Mopac to their destination. This plan would likely result in the problem of congestion on Mopac being changed into a problem of congestion in the western side of South Austin as a whole. If you study the congestion at rush hour along Mopac you'll see that the congestion isn't just on the highway but also on the feeder roads and the cross streets near the access. By going with a transit-first plan, the existing lane miles of road will be used more efficiently, since the number of people per mile-lane per hour can	Alt-4, TRA-1

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			be much higher with mass transit. Similarly the problem of congestion in the surface roads in the area can be helped by transit. As long as we prioritize private vehicles, we're locked in a spiral of having to constantly add more lanes to more roads. Transit by contrast is much easier to scale. If a transit line is getting crowded, additional service can be added, which has the result in making the transit line work better for those using it than it did before, because with more frequent service comes less time waiting for the next bus. Further, having a reasonable alternative to driving a private vehicle in cost and time means that there will be less vehicles on the road, since some people who currently drive will opt for public options. With transit, the infrastructure must lead rather than the usage patterns. If we continue to base our transportation decisions exclusively on current patterns than we are doomed to continue to look only to the present and the recent past for solutions to the problems of the future and put out resources into short-sighted plans that will serve us short-term, and not be a solution for the long term. I fear the destiny of this project will be similar to the elevated corridor of I-35, a dinosaur solution that has ceased to do as it intended and needs to be scrapped and redone but continues decades after it's apparent that another solution is needed. The plan to continue the express lane feels very much like throwing good after bad, like doubling down on a flawed way of thinking. Expansion of mass transit in Central Texas is necessary and this was confirmed by the voters of the area with Project Connect, therefore we should plan our major infrastructure projects as a part of the system that will exist in the future. How tragic would it be to have to do this all over again in 15 years? It could easily become over congested again in the near future. Or, as the rest of the city gains more options for transit, it could prevent the Mopac corridor from benefiting because it would have been already committed to private passenger cars and the infrastructure would need to be retrofitted to be useful as a transit artery. Please reconsider a transit-first plan.	
75	11/21/2024	Anh	No toll roads! Toll roads are built using taxpayer dollars then you tax us further with tolls that go to 3rd party companies. Either build the expansion as a normal highway lane or don't do it at all.	TF-1, Alt-2
76	11/21/2024	Logan Daum	Why are the pedestrian plans so awful? I commute on the northbound sidewalk along the frontage road near Spyglass and it is currently terrifying. There are 60+mph cars passing a 2 feet away with basically nothing between us. Either the frontage road need guardrails or the sidewalk need to be further removed from the frontage road traffic. The driveways are also massive and cars speed in/out of them without stopping. Cars also stop in the crosswalk. It feels extremely dangerous. Can the crosswalks be set back from the frontage road so cars won't wait in them as frequently? Can they also be raised so cars notice them? I also do not think we should be expanding any highways in the region given the harm to environment and the sprawl development it promotes. I already have respiratory issues from being near Mopac and more lanes is going to make it even worse. There are no reasonable alternative routes I can take.	BP-1, Alt-7
77	11/21/2024	Kayte Weeks	Please consider avoiding adding additional lanes onto an already large roadway. With the widening of I-35, this is not a needed measure. I am very much against this project, and I hope citizen voices are taken into account when considering building another large roadway. IT IS BIG ENOUGH ALREADY.	Alt-7
78	11/21/2024	James Tullos	No more toll roads or any other road expansions until we have a fully funded and functional public transit system which can get anyone in the greater Austin metro area from origin to destination with a maximum of 1 mile walk from bus/train stop to their origin or destination. Public transit FIRST! We need to get private vehicles off of the road.	TRA-1
79	11/21/2024	Matt Arnold	The flaws with this project, like other highway expansions, is fundamental. The traffic models used do not adequately account for induced demand and years of study and lived experience that indicate adding lanes (even managed toll lanes!) only serve to increase vehicle traffic.	ICI-1, RP-1
79.01	11/21/2024	Matt Arnold	This project should not continue. If it does, please reconsider transit-only lanes or other transit-oriented infrastructure to improve transportation in the Austin area in a way that actually can alleviate traffic and minimize adverse human-caused environmental impacts	Alt-4, TRA-3
80	11/21/2024	Patrick Blanchard	I am against any more toll roads. This is a profoundly bad idea. Traffic is bad enough without restrictions on the roadways. Please build a trains to south Austin instead.	TRA-3
81	11/21/2024	Eric Englert	This plan as-is is completely unacceptable. The raised lanes are an eyesore and this kind of expansion is totally out of touch with community needs and environmental goals. MoPac is already a scar running through Austin. Demolish MoPac, turn it into a boulevard. Fund rail. Do your job as a department of Transportation not just a department of highways.	TRA-3
82	11/21/2024	Adam Hite	I am a citizen of Austin and I strongly oppose the proposed MoPac South toll lane expansion in Austin, as it is an ineffective and short-sighted solution to traffic congestion. Expanding highways, especially in a rapidly growing city, has been shown time and again to worsen traffic in the long run, as it encourages more driving and contributes to sprawling development. This project would undermine the city's stated goal of reducing car dependency and addressing the climate crisis. Instead of prioritizing highway expansion, we should be investing in sustainable transportation options that reduce our reliance on cars and help make Austin more livable for everyone.	ENV-1
82.01	11/21/2024	Adam Hite	In addition to the long-term traffic and climate concerns, this project poses significant environmental risks, particularly to the Edwards Aquifer recharge zone, a critical water source for our community. Excavation and construction in this area could contaminate Barton Springs, threatening the habitat of endangered species like the Barton Springs salamander. Local environmental groups, such as Save Our Springs Alliance, have raised valid concerns about the potential	TES-1, WQ-1, CR-2, C-5, ENV-1, PN-1

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			damage to water quality and ecosystems. The project also risks harming air quality, affecting Lady Bird Lake, and exacerbating congestion on local streets, such as Cesar Chavez during peak hours. Given these serious issues, I urge the CTRMA to at the very least conduct a full Environmental Impact Statement (EIS) and reconsider this expansion in favor of more sustainable and effective solutions.	
83	11/21/2024	Anonymous	Scrap this entire thing. You want growth-proof and dependable? Start building a train route. Otherwise we'll be doing this again in 15 years.	TRA-4, TRA-3
84	11/21/2024	Justin Kosoris	This is an unnecessary project. The roads are only busy at rush hour and the delays are minimal. More resources should instead be devoted to increasing mass transit options and commuter incentives during rush hour for those working downtown.	TRA-3, OOS-1
85	11/21/2024	A. Erickson	I oppose this project. This is not what our city needs and the cited improvement would not justify the environmental harm.	Comment noted
86	11/21/2024	ANGIE NIDA MARABLE	I am opposed to expanding adding toll lanes to MoPac in South Austin. I have not liked the toll lanes added to MoPac in north and central Austin, andI have not found that the toll lanes have improved traffic whatsoever. Indeed I find the roadway more frustrating to navigate and anxiously look forward to emerging on the South side of the river and out of the MoPac portions marred by toll lanes. I hate toll lanes, in general, and I am particularly concerned about the environmental impact of adding toll lanes in south Austin. Please don't!!	PP-1, Alt-7
87	11/21/2024	Israel Chabarria	Seems like it would be more beneficial expanding all highways within metro Austin with the growth the past few years. Toll roads don't help the congestion problem, roads need to be widen	EL-1
88	11/21/2024	Gaurav Saxena	The current toll lanes are too expensive are often unused due to the prohibitive charges. The toll lanes just take up space that could have been used by the traffic in other lanes but can't because of the senseless pricing. The new project offers nothing new and it will only encourage more people to drive instead of using public transport. As an alternative to this, public transport should be invested in and improved to encourage more people to make use of it and reduce traffic and traffic related accidents, health issues in Austin.	EL-2, TRA-3, TRA-1
89	11/21/2024	Jim Reinhart	Living in the Treemont area, this will greatly increase already high highway noise and barriers should be considered.	TN-1
89.01	11/21/2024	Jim Reinhart	Really, this whole project would do better to take out a couple of lanes and add bi-directional light rail.	TRA-3
89.02	11/21/2024	Jim Reinhart	The existing express lanes on Mopac kind of work some times but did they really meet any purpose at peak traffic time? Not that I can tell.	PP-1
90	11/21/2024	LR	No, this is a shit idea. You all suck for trying to add so much more traffic. Get a real job.	Comment noted
91	11/21/2024	Isabel Vaughan	NOBODY that drives these roads at peak times wants these tolls. We, the citizens of Austin, are demanding that the city consider viable means of reworking our transport system to alleviate the stress of cars on these roadways. We already know that expanding the freeways and adding toll roads is not a sustainable or practical method for handling the influx of people, especially when considering how much traffic these repairs will add, and the environmental implications of such a large-scale operation. We are serious when we state that we want an increased railway system that would expand access throughout Austin in a sustainable and Austin-friendly way. Expanding highways is what Houston and Dallas have already done. Have you driven in either of those cities? Trust us, it's not working. We are Austin-- we do things differently and that's why we are all happy to live here. We are not anti-change, rather, we are pro-innovation.	ICI-1, TRA-3
92	11/22/2024	Stacie Murphy	Thank you for reaching out for input on how to improve Mopac. I recommend adding additional lanes to accommodate all the traffic. I also suggest you re-stripe the lanes on Mopac south between William Cannon and Slaughter to create less congestion and allow a greater flow of traffic through the choke point (where Mopac decreases to two lanes and cars enter the highway after William Cannon)	Alt-2, D-2
93	11/22/2024	Darryll Silva	I have lived in Austin since 2007. In 2007 there was one toll road. It was tx45. Then there was 183a. Then 290 and then SH130 that we sold to another country, and then most of 183, and Mopac too. Rumor is an i35 toll road is coming. Austin will be LITERALLY SURROUNDED BY PAY TO PLAY PUBLICLY FUNDED TRANSPORTATION I AM 1000000% AGAINST MORE ROADS THAT AUSTIN DRIVERS HAVE TO PAY TO USE. PLEASE USE BIDEN INFRASTRCFUNDS AND STOP TAPPING OUR WALLETS. YPUR BEHAVIOR IS BARBARIC AND IGNORES FAMILY DINNER TABLE ISSUES.	TF-1
94	11/22/2024	Matthew Sawberger	I am against this project for several reasons including: Environmental concerns regarding the expansion with impact on the surrounding water supply and unnecessary expenditure on the tax payers. No additional toll roads should be added and the funds should be put to better use by increasing mass transit.	WQ-1, TF-1, TRA-1, TRA-3
95	11/22/2024	Jeffrey A Gensler	I have lived in circle c for over twenty years. I have been driving on mopac for almost thirty years. I encourage whatever project you are considering, but that will take years to complete. There is an opportunity to restripe lanes going over william cannon at southbound Mopac and extend the left lane for at least a mile to get over the hump around the corner and improve traffic is significantly almost overnight. Then there are a few short stretches of asphalt that could be added to continue those three lanes for almost another mile, all the way to Davis Lane. I highly recommend you implement these 2 changes immediately and reap the benefits of a significant improvement in traffic for pennies on the dollar before wasting 2 to 5 years trying to build toll lanes while stealing the pavement that is already there that tax dollars already paid for.	D-2
96	11/22/2024	jon geiselbrecht	I support the construction of Alt 2C. This project should also be considered as a design-build project to allow for cost savings from future inflation and delays to the traveling public. As presented, the environmental effects from this project appear minimal and the proposed water quality infrastructure far	WQ-1, OCO-1, -2

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			exceeds what exists today. I support the construction of Alt 2C. This project should also be considered as a design-build project to allow for cost savings from future inflation and delays to the traveling public.	
97	11/22/2024	Brian Mahood	In the flyover video, Texas 71 is missing from the signs - The roadways are US290 and SH 71.	Comment noted.
97.01	11/22/2024	Brian Mahood	Signage needs to be more clear on Mopac as a whole. Glad to see Bee Cave Rd finally added to the signs for RM 2244, this needs to be fixed at the traffic lights also. Supplemental ground mounted signs can be added for Sunset Valley as well as Rollingwood and West Lake Hills.	D-1, U-1
98	11/22/2024	Austin Southerland	I am unclear why the plan for general purpose lanes being added or creating HOV lanes were dismissed as ineffective. While I support the expansion of Mopac, as it would have a significant impact on my daily commute, if tax dollars are going to be used to build the expansion we should not have to pay to use what we paid to build. Additionally, it seems that even adding one lane on each side out of the additional four proposed as general purpose or HOV would be more beneficial to daily users. Two express lanes only will serve to exploit taxpayers, fatten the coffers of city and state governments more than what is necessary, and do little to alleviate the congestion in general purpose lanes.	Alt-2, Alt- 3, TF-1
99	11/22/2024	Aaron Kurz	Stop giving us toll roads and give us trains that will actually continue providing benefit long-term, rather than just kicking the can down the road another 5 years, when there'll need to be another road expansion. Invest in the future.	TRA-1
100	11/22/2024	Meri Marcks	As demonstrated by research, the gains from adding lanes to highways are short-lived. It may help with congestion for a certain number of years, but the road normally returns to its past state of congestion. There can also be negative environmental impacts like increased emissions. We need to use solutions that are actually well-researched and that work.	AQ-2
100.01	11/22/2024	Meri Marcks	Key parts of any solution moving forward are enabling cyclists and pedestrians to safely move through our city and through the stretch of the proposed project.	BP-1
100.02	11/22/2024	Meri Marcks	Also, public transit vehicles like buses should get access to anything that reduces travel time (such as toll lanes in some versions of the proposal).	TRA-1, TRA-2
100.03	11/22/2024	Meri Marcks	Overall, I do not support toll lanes because the cost prevents those with lower incomes from being able to use them.	SCI-1
100.04	11/22/2024	Meri Marcks	Refer to RMI's SHIFT Calculator to understand how congestion will go back up relatively quickly and negatively affect emissions: https://rmi.org/more-lanes-do-not-mean-less-traffic/. Also, with the dynamic growth and constant changes within Austin, flexibility is key, and an expensive, construction-based choice like adding lanes to a highway does not allow for easy changes in the future.	RP-1, AQ-2
101	11/22/2024	Manuel Esparza III	I support 2C option and I drive part of this road every day.	Comment noted.
101.01	11/22/2024	Manuel Esparza III	Please make sure and review the big congestion on Southbound Mopac approaching William Canon. There is a big merge problem and very congested most times of the day.	D-2
102	11/25/2024	Stephanie Asmus	No more lanes. The issue is not lanes. The issue on ramps. Without building you should implement on ramp lights/ramp meters as many cities and traffic engineers implement with success.	D-3
102.01	11/25/2024	Stephanie Asmus	I-35 is already going to be a nightmare- please stop piling on. Let I-35 finish and see how it impacts traffic. I'm sure you'll see the same truth over there...more lanes is not the answer.	C-3
103	11/25/2024	ALLAN N WEINBERGER	This project should not be done. This would/could cause environmental problems both over Lady Bird Lake and the aquifer along with Barton Creek. Toll lanes have been tried on North Mopac with the result of 4 + years of unbearable congestion while building only to result in NO real relief in traffic problems on this Hwy.	PP-1
103.01	11/25/2024	ALLAN N WEINBERGER	During the times of the day that are most needed the toll rate is so expensive that the average person in Austin cannot afford them ! The city of Austin would be much better off in spending this money developing a plan for mass transit and actually implementing it.	TRA-1
104	11/25/2024	Lisa Killander	Will the existing hardscape/asphalt south of Ben White/71 be restriped as there seems to be enough width for that or will the median be eliminated from Ben White to Slaughter be eliminated?	D-2
105	11/25/2024	Tom Thomas	Please maximize the noise abatement in the area of Barton Skyway and Mopac where our neighborhood is located. We are concerned about the additional noise degrading quality of life.	TN-1, SCI-1
106	11/25/2024	Lisa P	Please DO NOT move forward with this proposal. We don't want more cars and this is just encouraging more cars to be in the road.	Comment noted.
106.01	11/25/2024	Lisa P	The environmental impact is harmful too. We need more green areas, not more highways	BP-1, ENV-1
107	11/25/2024	Sam Hilton	This project will only serve to induce more freeway demand and worsen traffic along the corridor. Not to mention, it will continue to promote suburban sprawl in the environmentally sensitive Hill Country, further drive a wedge in this area of Austin, and cement the region's destiny as a Houstonized freeway hell. I know this will fall on deaf ears, but please stop this.	ICI-1

Number	Date	Name	Comment	Response Code
108	11/26/2024	April Lannutti	Hello. I didn't see an improvement for the connection between 360 and Mopac. There is major congestion from 290/71 Westbound traffic to Mopac North. This traffic currently merges with W Ben White and then gets stopped by a traffic light and one turn lane to the frontage road which eventually merges to Mopac North. It's frustrating and drivers get very aggressive attempting to skip the long line.	D-1, EL-1
109	11/26/2024	Anthony Pham	Adding more lanes does not improve traffic in the long run. Induced demand will eventually make this stretch congested again.	ICI-1
109.01	11/26/2024	Anthony Pham	Please DO NOT further Austin's car dependency and instead reconsider other alternatives. Use this money to improve our transit services and improve last-mile connectivity so that more people use transit. Heading towards transit-oriented development will reduce traffic (less people driving) and be better for the environment (less cars).	TRA-1
110	11/27/2024	Trevor Ravenguard	This is NOT OK. AUSTIN IS ALREADY OVERCROWDED HAS TOO MUCH DAMN TRAFFIC AND SO MANY FUCKING TOLL ROADS ITS ALMOST IMPOSSIBLE NOT TO HIT ONE. THIS PROPSAL IS GOING TO HURT THE COMMUNITY BADLY AND DAMAGR ARE ENVIROMENT AROUND THE LAKE. THE CITY AND PEOPLE PUSHING FOR THIS SHOULD BE ASHAMED OF THEMSELF AND LEAVE THE CITY BECAUSE AUSTIN DOESNT NEED TRASH LIKE THIS IN THE CITY. THE CONSTANT CONSTRUCTION PROJECTS AND HIGHWAY EXPANSIONS NEED TO STOP. WEVE HIT A POINT MORE PEOPLE ARE LEAVING THIS CITY THEN ENTERING IT. YOU WONDER WHY? WELL ITS BECAUSE MORONS KEEP RUINING OUR COMMUNITY BY PROPOSING ABSOLUTE DOG SHIT IDEAS LIKE THIS ONE.	Comment noted.
111	11/27/2024	Javier Motta-Mena	These proposed solutions don’t address the underlying problem in our city, which is that we don’t have adequate public transportation. We cannot simply continue to add more lanes for cars and expect our traffic issues to improve.	TRA-1
112	11/30/2024	Adelaide Armen	My name is Adelaide Armen. I am an Austin resident. I live at [redacted]. My phone number is [redacted]. I oppose the plan to add two toll lanes in each direction on MoPac in South Austin. I oppose this plan because of the negative environmental impact of the build going over Edward’s Aquifer. Please let me know how other Austinites feel and what the Cental Texas Regional Mobility Authority plans on doing to preserve our aquifer.	WQ-1
113	11/30/2024	Erica Silva	I wish the rendering showed how the express lane is intended to work to relieve traffic congestion. When you see a rendering like that, it just seems completely useless and highlights how inefficient these highway systems are. All that space, all that money for so few cars.	D-6
113.01	11/30/2024	Erica Silva	In terms of environmental feasibility, I think you will be hard-pressed to find people who will be impacted that don't feel negatively about the impacts it will have on their lives.	SCI-1
113.02	11/30/2024	Erica Silva	Even if it does relieve congestion, it is only temporary, and then another 15 years down the line and millions of dollars later it will be back to square one. I think people would prefer to see an investment in diversification of infrastructure and long term stability to serve the many, rather than something that will just seem like a huge waste of time, money, and resources a few decades from now.	RP-1
114	12/4/2024	Leigh Ziegler	While at the open house Mopac South meeting on November 12, the Corridor Director indicated that there would be only one express lane going North and one going South, but the video at voh.mopacsouth.com indicates there are 2 distinct lanes going each way. It appears that up to 4 lanes were originally planned 10 or 11 years ago. Has that been adjusted as indicated in-house or will there still be 4 lanes total for express travel north and south? Thank you for your reply as soon as possible. District 8 Rep Austin Neighborhood Council	OCO-4, D-6
115	12/4/2024	Tyler Srubar	Express lanes continuing further south Mopac are not the answer. Elevated highway for through traffic and the existing lower for exiting is.	Alt-1
116	12/4/2024	Marc Lippincott	I am a resident in Sendera...I really hate that the 290 flyover going southbound on Mopac merges three lanes into one in a short distance that backs up...it merges 1) cars coming from 290 exiting to Mopac South, 2) those getting on Mopac South from the feeder from Monterrey Oaks and the northbound 290 feeder and 3) those trying to exit William Cannon...it is an unnecessary bottle neck...suggestion...there needs to be a William Cannon exit off Mopac from those coming from downtown that does not merge with the 290 southbound flyover that goes directly to the Mopac feeder to the William Cannon /feeder light...it is terrible even on light traffic days and backs everything up...Every lane southbound on Mopac merges once you exit the 290 flyover...there is no lane that goes straight through and it backs up...	D-2
117	12/4/2024	Sara I Tasch	There's no need for toll roads - Traffic will improve by having additional lanes. Hasn't that been obvious by the continuing traffic in central mopac even though there is a toll lane. If more vehicles could travel in that toll lane, traffic would move more steadily.	PP-1, Alt-2
118	12/5/2024	Charlene Hardy	To enter into this project is irresponsible and unfair to the citizens and people who travel on Mopac. For a five minute in time savings it is a joke to even consider such a project. No no no no is what I have to say. The cost and effect makes it a worthless and wasteful venture. Even entering into an environmental study is irresponsible and not worth the investment.	EL-1

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118.01	12/5/2024	Charlene Hardy	Sick of having our tax dollars spent so unwisely, even interfering with other more important things in Austin such the high school and much more. And sick of paying to ride on roads we already have paid for through our tax dollars. My husband and others have already decided we will leave early and stop using any expressways or express lanes if the cost goes up and more..	TF-1
119	12/5/2024	Heather	Please complete a full Environmental Impact Statement, as required by federal law, before proceeding with the project. This project was inappropriately considered to be just one section of the expansion, when it will obviously have to include the other sections—and they should have been considered all together for the impact analysis. Additionally, it fails to consider better options like reducing reliance on private cars—which is already occurring and will greatly reduce use of paved roads in the near future. Stop this needless expansion of highway over Edward's Aquifer recharge area and environmentally sensitive areas!	ENV-1
120	12/5/2024	Chris Lippke	As someone who travels this stretch of road 5 days/week, I've acutely observed what causes traffic to back up. Southbound, the true problem starts with the bottleneck that occurs when Mopac decreases from 3 lanes to two at/south of William Cannon. The bottleneck there backs up to the 290/Mopac interchange, which in turn backs up traffic much further north on Mopac. If you increase the flow of traffic at that southern-most bottleneck, you'll create a domino effect, increasing the flow of traffic further north and in general. I do not believe the solution requires the addition of a toll lane; it "simply" requires "opening up" the bottleneck at the southern-most point. Traffic from that southernmost bottleneck influences each of the merging points north of that, all the way up to Loop 360 and into downtown. Northbound, however, does seem to be trickier to solve; those "problem areas" all seem to occur at major merging points, which from a roadway standpoint, actually seem reasonable - the roads do not bottleneck and seem capable of handling traffic, it seems to be the individual drivers who cause the issues, not the roads. I do not consider myself an "expert" in transportation, nor a "model" driver, but I do know what I see and can stand on my experiences as a daily driver of these roads. I am not confident that toll lanes will improve the situation; but, if we can improve the flow of traffic in the bottleneck and major merging areas, I believe that would greatly improve the situation we are all facing. Thank you for your time and consideration.	D-2
121	12/5/2024	Kim De La Cruz	Austin is a dense city with an ever-growing population. Dense cities need expansive and accessible commuter rail. We know from countless examples and studies that adding lanes doesn't solve traffic congestion and in fact increases it. You can have as many lanes as you want but people will still be going to the same places and using the same exits and on-ramps. These are the places where many bottlenecks occur and TXDoT won't be solving any of that with these plans. Support the city of Austin by diverting planned budget for this proposal to our local rail efforts. We simply don't have enough physical room to accommodate more cars and many locals will happily take the opportunity to avoid having to drive everywhere. Please listen to locals.	TRA-3
121.01	12/5/2024	Kim De La Cruz	You can have as many lanes as you want but people will still be going to the same places and using the same exits and on-ramps. These are the places where many bottlenecks occur and TXDoT won't be solving any of that with these plans.	D-3
121.02	12/5/2024	Kim De La Cruz	Support the city of Austin by diverting planned budget for this proposal to our local rail efforts. We simply don't have enough physical room to accommodate more cars and many locals will happily take the opportunity to avoid having to drive everywhere. Please listen to locals.	TRA-3, TRA-4
122	12/6/2024	Andrew Gaudet	I think we need better transit, walking, & bicycling - not wider highways.	TRA-1, BP-1,
122.01	12/6/2024	Andrew Gaudet	This project will increase traffic during construction. At the end of construction, more traffic will just flood the road anyway, based on the new availability of lanes. We need innovative alternatives, not permanent and never-ending road construction. What is the best way to get people from south Austin to where they need to go? Can we develop new strategies that support movement of people, especially if they are going similar places at similar times?	Alt-1
123	12/6/2024	Liam Dohn	The MoPac South Project is a terrible idea, will only cause more traffic during construction and will NOT solve anything.	Comment noted.
123.01	12/6/2024	Liam Dohn	Travis and Hays County need to collaborate on zoning and permitting of residential and commercial property else the road infrastructure will NEVER be able to keep up. Need to coordinate where people are driving FROM and TO for work / school. All the $ spent on the 45 extension has solved nothing.	OOS-1
123.02	12/6/2024	Liam Dohn	Traffic is still backed up every morning …. look at Google Maps - it is dark red. Express lane north of the river does very little either so it will not work in the South. Waste of my taxpayer $ and I want it back	PP-1, TF-1
124	12/6/2024	Phil Hiller	I don't think this should be a toll lane I though the Texas Legislature or the governor said that TXDOT could no longer build toll lanes	D-5
125	12/6/2024	Darrell Hutchinson	Too much pavement and too much noise. Traffic noise extends up to mile into the neighborhoods and parkland. Recommend 1) one toll lane in each direction, like on Mopac North, and 2) reduce the height of flyover ramps, especially connector ramps at Hwy #290 intersection. Those massive ramps that exist now are ridiculous and a gift to the contractors. Traffic noise extends up to mile into the neighborhoods and parkland.	TN-1, Alt-5, OCO-2
126	12/8/2024	Denise Marintzer	Are there any short term (<1 year) solutions being looked at to improve South Bound MOPAC? Specifically, I'm interested in the following recommendations. Re-stripe South Bound MOPAC between Davis Lane & Slaughter to add dedicated Slaughter EXIT lane -- traffic slows here due to exiting traffic. Add 1 new lane between Wm Cannon & David. This would require only ~0.25 miles of expanded shoulder between Latta Dr and Bridge over Creek.	D-2

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			Re-stripe south bound MOPAC between Latta Dr (or bridge after Latta Dr) to add dedicated David EXIT lane -- traffic slows here due to exiting traffic. These three recommendations are low cost short term solutions I'd like this organization to consider. If they are not feasible, please explain why.	
127	12/9/2024	Stuart Pivar	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option In addition Austin does not need road expansion. The I 30 should become toll free and it would start to take a lot of the through traffic out of Austin. With the 290 expansion and the 360 expansion, we have already damaged Nature.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, RP-2
128	12/9/2024	Carolyn Croom	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who enjoys Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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129	12/9/2024	Bill Woods	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
130	12/9/2024	Cassie Sodergren	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
131	12/9/2024	Catherine Gattuso	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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			Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	
132	12/9/2024	Christine Aprile	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option. I'm very concerned about the pressures already put on the aquifer by exploding population growth and the drought. My priority is protecting the aquifer and the environment it depends on. Please do not move ahead with the project as currently designed.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
133	12/9/2024	Gail Rothe	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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			commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option. CANCEL THE MOPAC EXPANSION AND EVERY TOLL ROAD IN TEXAS FOREVER! I was born and raised in Austin in 1956 and have lived here my entire life.OLL ROAD IN TEXAS FOREVER! I was born and raised in Austin in 1956 and have lived here my entire life.	
134	12/9/2024	Ginger Hurst	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
135	12/9/2024	Jean Hopkins	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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136	12/9/2024	John Ribble	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
137	12/9/2024	Lauro Reveles	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
138	12/9/2024	Leslie McCollom	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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139	12/9/2024	Madeline Branden	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
140	12/9/2024	Mira Madhav	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. MoPac did significant damage from its first construction, which wiped out a lovely creek. No more bad decisions with adverse environmental consquences this time around. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. If they refuse to do one, then they are plainly stating they really do not care about the environmental impact of this proposed expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction,	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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141	12/9/2024	Peter Craig	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
142	12/9/2024	Richard Maness	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents, ESPECIALLY THOSE OF US WHO LIVE ALONG MOPAC!. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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143	12/9/2024	Sarah Larocca	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
144	12/9/2024	Sharon Gillespie	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
145	12/9/2024	Suzanne Russo	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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146	12/9/2024	Eva Lorini	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply troubled about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
147	12/9/2024	Karen Kocher	This comment is being submitted as an official comment to Mopac South Open House #6. I am deeply concerned about the impact that this project might have on our water quality given the fact that the project goes over the environmentally sensitive Barton Springs Edwards Aquifer recharge zone. Due to my concern, I reached out to a hydro-geologist for his thoughts on the project and here is what he had to say. I hope that you will have plans to address each and every one of these issues before the project gets underway. GENERAL --MoPac south effectively runs along the spine of the Barton Springs Edwards Aquifer Recharge Zone. CTRMA should do EVERYTHING to prevent any degradation of WQ in the aquifer as a result of the project. --Travel times for water entering the aquifer and discharging from Barton Springs ranges for hours to days along the footprint of the project. What are their spill plans for containment and treatment of spills during construction? --WQ controls during construction should be inspected and repaired at least weekly. --WQ controls during construction should be checked prior to expected rains of 1 inch and greater. --Do they have environmental inspectors to examine the project every day?	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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			KARST --I could not tell what kind of karst studies they conducted. --Determine contributing drainage areas for all karst features along the proposed project and within 1 mile(?) downstream of he project. --Develop agreements with COA/Watershed and BSEACD to have their geological staff examine all karst features encountered during construction.. --Conduct subsurface geophysical investigations along the entire length of the project. --What is being done to protect known karst features such as that under the overpass at MoPac and Hwy 290? --What are criteria to protect karst features found during construction? --So many karst features in, near and adjacent to the project footprint (Jones Sink and rest of Barton Cr downstream, Baby Fox Cave, Whirlpool Cave, Dick Nichols Park Cave, Buddy's Vault, Pipeline Sink and others nearby and others WATER QUALITY --What percentage of impervious cover, existing and new, has/will have WQ treatment and to what standard? --At a minimum ALL the new IC should be treated to 100% TSS removal. --Existing IC should be treated to 100% TSS removal as possible. --I assume they will use pervious pavement as count that as wq treatment for TSS, it was used on MoPac north and SH45SW. I have questions about how long pervious pavement is effective before it clogs. --Do they have a plan or schedule to revitalize the pavement after some period of time so it is again effective for TSS removal. --What partnerships with COA being pursued to enhance water quality treatment in at least certain locations? These are the concerns expressed by a Ph.D. scientist with decades of experience. I hope that you will be able to address them all. Our precious resources are irreplaceable and should be guarded with the utmost caution.	
148	12/9/2024	George Godwin	This comment is being submitted as an official comment to Mopac South Open House #6. I urge the Central Texas Regional Mobility Authority (CTRMA) to table the Mopac South expansion as prima facie bad idea. This is a case of too much public money being flushed down on transportation bureaucracies that have some outdated, wrong-headed and counterproductive bad projects on their wish lists. At the very least, CTRMA should conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion to bring full awareness and detailed consideration and information on the true costs of the proposed expansion. The true costs of the proposed expansion far outweigh the benefits. The benefits of this project are highly inflated and the assumptions on which they are based are false. This project poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" alternative— affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality.	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2

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149	12/9/2024	Debra Leff	This comment is being submitted as an official comment to Mopac South Open House #6. I am very concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter MoPac to become another IH-35! A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
150	12/9/2024	Kristy Lipman	While I think this project is needed, I think it should not start until the downtown section of 35 is completed. It will be a nightmare to navigate the city with both 35 and MOPAC in massive construction on both sides of south central and central Austin.	C-3
151	12/9/2024	Cathy Hoover	The Westlake area business community is very concerned with the changes that are being proposed, as it impacts safety, security and access between the high traffic area btw Barton Skyway and Cesar Chavez. The design harms all businesses and residents accessing MoPac from the East or West using either Bee Cave Rd. or Loop 360. If this project moves forward, we will lose access to Northbound express lanes and our access to regular lanes on MoPac becomes much worse.	SCI-1, TO-2
151.01	12/9/2024	Cathy Hoover	The Chamber asks you to shift this project study to an environmental impact statement (EIS) for a re-evaluation. Thank you.	ENV-1
152	12/9/2024	Lynne P	A thorough EIS must be done to assure zero environmental damage.	ENV-1
153	12/9/2024	Christopher	Toll lanes are unnecessary for this project. We do not need to create toll lanes to ease traffic flow. We should look to expand the number of lanes traveling NB/SB, particularly south of 360, to move traffic better. The bottleneck points can be addressed individually without spending hundreds of millions of dollars to create elevated roadways and change traffic patterns where it is not needed. This could be accomplished faster, cheaper, and with without tolls.	Alt-5
154	12/10/2024	Thomas Murphy	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and other less construction-intensive and land-use invasive options must be explored. Please take a hard look at how construction and expansion that simply allows "through" commuters and traffic to more rapidly pass through this sensitive area will irreversibly damage this emblematic gem of Austin's natural beauty.	ENV-1, SCI-2, Alt-6, PN-1
155	12/10/2024	Laura Johnson	As a dedicated Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am writing to express my strong opposition to the proposed MoPac South expansion. I urge CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to thoroughly assess the environmental, social, and economic impacts of this project and to prioritize sustainable, community-focused alternatives. The addition of four toll lanes threatens iconic public spaces, including Lady Bird Lake, Barton Springs, Zilker Park, the Barton Creek Greenbelt, and nearby neighborhoods. These cherished resources and their communities deserve the highest level of environmental protection, which only a full EIS can ensure.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I encourage CTRMA to prioritize a “low-build” alternative that emphasizes affordable, minimal upgrades, such as improved signage, enhanced access points, and expanded public transit. This approach addresses traffic concerns without the extensive environmental damage, air quality degradation, and financial burden associated with large-scale construction projects. The cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must also be thoroughly evaluated. Together, these projects risk transforming MoPac into a secondary I-35 corridor, leading to increased long-distance traffic, worsened congestion, and reduced quality of life for Austin residents. Additionally, the project’s effects on adjacent streets, such as Cesar Chavez, and on Austin High School’s drop-off and pick-up operations must be studied. Increased congestion in these areas would disrupt school activities and compromise safety for students and families. A full EIS is essential to address these concerns. Critically, the project poses a significant threat to Barton Springs and its ecosystem. Construction-related sedimentation could harm the endangered Barton Springs Salamander, while elevated toll lanes southwest of Zilker Park risk disrupting sensitive karst formations and creating a bottleneck near downtown. In conclusion, I urge CTRMA to conduct a full EIS and adopt sustainable alternatives, such as the low-build option, that protect Austin’s natural resources, preserve our community’s quality of life, and prioritize responsible, forward-thinking mobility solutions. Thank you for considering these comments.	
156	12/10/2024	Christian Kurtz	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
157	12/10/2024	Laura Johnson	As a dedicated Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am writing to express my strong opposition to the proposed MoPac South expansion. I urge CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to thoroughly assess the environmental, social, and economic impacts of this project and to prioritize sustainable, community-focused alternatives. The addition of four toll lanes threatens iconic public spaces, including Lady Bird Lake, Barton Springs, Zilker Park, the Barton Creek Greenbelt, and nearby	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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			neighborhoods. These cherished resources and their communities deserve the highest level of environmental protection, which only a full EIS can ensure. I encourage CTRMA to prioritize a “low-build” alternative that emphasizes affordable, minimal upgrades, such as improved signage, enhanced access points, and expanded public transit. This approach addresses traffic concerns without the extensive environmental damage, air quality degradation, and financial burden associated with large-scale construction projects. The cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must also be thoroughly evaluated. Together, these projects risk transforming MoPac into a secondary I-35 corridor, leading to increased long-distance traffic, worsened congestion, and reduced quality of life for Austin residents. Additionally, the project’s effects on adjacent streets, such as Cesar Chavez, and on Austin High School’s drop-off and pick-up operations must be studied. Increased congestion in these areas would disrupt school activities and compromise safety for students and families. A full EIS is essential to address these concerns. Critically, the project poses a significant threat to Barton Springs and its ecosystem. Construction-related sedimentation could harm the endangered Barton Springs Salamander, while elevated toll lanes southwest of Zilker Park risk disrupting sensitive karst formations and creating a bottleneck near downtown. In conclusion, I urge CTRMA to conduct a full EIS and adopt sustainable alternatives, such as the low-build option, that protect Austin’s natural resources, preserve our community’s quality of life, and prioritize responsible, forward-thinking mobility solutions. Thank you for considering these comments.	
158	12/10/2024	Aileen Fitzgerald (duplicate received)	This comment is being submitted as an official comment to Mopac South Open House #6. As an Austin resident who frequently enjoys the natural beauty of Barton Springs and the surrounding parks, I am deeply concerned about the proposed Mopac South expansion. I stand with the Travis County Commissioners Court in urging the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) for the proposed Mopac South expansion. This project, which includes the addition of four toll lanes (up to seven lanes with auxiliary lanes), poses significant risks to our community's health and environment. The expansion encroaches upon and degrades the quality of public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as Austin High School and surrounding neighborhoods. These impacts must be thoroughly assessed, and a "low-build" alternative—focused on affordable, minimal upgrades like better signage, improved access points, and enhanced public transit options that avoid extensive construction, environmental damage, and harm to air quality—should be prioritized. The proposed expansion, combined with Hays County's plan to extend SH 45 SW and connect Mopac South to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. By completing the Mopac/I-35 loop, this project would fundamentally alter Mopac's purpose, increasing congestion and diminishing the quality of life for residents. It would also jeopardize public enjoyment of iconic Austin landmarks like Lady Bird Lake, Barton Springs, Barton Creek Greenbelt, and Zilker Park, while negatively impacting nearby neighborhoods and their air quality. Austin has a unique and important ecosystem that both defines the city and draws people to it. We don’t need wider freeways. What we need is better public transportation and bike infrastructure to bring our city into the future. A full EIS is essential to ensure that any proposed changes to Mopac South prioritize the well-being of our community, protect our natural resources, and explore sustainable, cost-effective alternatives like a "low-build" option	ENV-1, SCI-2, ENV-2, Alt-6, Alt-4, RP-1, RP-2
159	12/11/2024	Gretchen Pierce (duplicate received)	As an Austin resident and a frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. CTRMA needs to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the consequences of this project and consider sustainable alternatives. I am also a mom to two young children who will attend Austin High School, so I am deeply concerned about the air quality harm that will be caused by this project. CTRMA should prioritize a low-build alternative that will enhance public transit and not just put more cars on the road that will increase pollution. I want my children to grow up in a city with clean air that protects its natural resources, wildlife, and public spaces. I am also worried about the traffic and safety impacts on adjacent streets, such as Cesar Chavez, which my children may one day be driving on to get to high	ENV-1, AQ-1, Alt-6, Alt-4, TRA-1, TO-1, RP-2

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			school. The project must also include a study of these impacts, and the effects on Austin High School's drop-off and pick-up operations. A full EIS should evaluate these impacts before advancing any preferred alternative. With the planned SH 45 W extension to SW, the cumulative impacts of this project will only worsen congestion and will not provide meaningful benefits to Austin residents. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
160	12/12/2024	Sommer Maxwell	As a parent at Austin High School and a lifelong Austinite (who remembers living in the "Clean Air" city), my concerns with this project include damage to fragile ecosystems, including increased air pollution, safety issues, disruptive noise and construction equipment, and increased traffic on Cesar Chavez for buses and new drivers. I appreciate your consideration in this matter, as it will negatively affect our community.	AQ-1, WQ-1, C-5, TO-2, SF-1
160.01	12/12/2024	Sommer Maxwell	I'm a parent at Austin High School and attended the town hall meeting at Austin High School on 12/9/2024. CTRMA did not have a representative present at the meeting, which, in my opinion, lacked professionalism for such a large project that affects so much of the community, including the Austin High community. Since I was small, I've admired the bluebonnets along MoPac, and with this project, we would lose one more Austin legend. I'm not willing to give up what makes Austin unique and compromise the safety of the families and staff at Austin High School to save 5 minutes on commute time.	PI-5
160.02	12/12/2024	Sommer Maxwell	I join the Travis County Commissioners Court in calling for CTRMA to complete a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South MoPac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School (where my son is a student), and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and adverse effects on air quality.	ENV-1, Alt-6
160.03	12/12/2024	Sommer Maxwell	I also support looking at options that include a public outreach to look at common sense approaches that could involve educating the public on the current air quality situation and how we, as Austin residents, can help.	Comment noted.
160.04	12/12/2024	Sommer Maxwell	A large-scale solution might include routing MoPac trains to run alongside 130, which makes more sense as the rail in town could be used for commuter rail, cutting down on noise and increasing transportation options.	TRA-3
160.05	12/12/2024	Sommer Maxwell	This proposed expansion and 45 SW extension would fundamentally alter MoPac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods.	CR-2, RP-2
160.06	12/12/2024	Sommer Maxwell	A new traffic study should also be completed to see what the needs of drivers are on MoPac South in 2024 and the future, as they may have changed since the original study.	RP-1
160.07	12/12/2024	Sommer Maxwell	One thing I do know is that construction slows down traffic over many years with very little to show for it. After navigating the north MoPac expressway/toll lane addition, the construction slow-down was highly disruptive, and we still have traffic. As we also currently have construction on Lamar and more coming for I-35, this would be more strain on our city. Putting more 18-wheelers and drivers with the intent of speeding through isn't a safe option.	C-1, C- 2.1, SF-1
161	12/12/2024	George Godwin	Imagine this city if this long-ago imagined Mopac expansion proceeds along with other ill-conceived projects--I-35 downtown, the light rail, the Y at 290 and 71. Imagine it! People want mobility. The Mopac expansion will help bring about a decade of immobility at an enormous social and environmental cost. STOP! Don't do it! There are alternatives that are appropriate, visible, viable, defensible, and logical and that don't cost billions and paralyze a City. Please explore, develop and pursue a "low-build" alternative that focuses on strategic upgrades rather than a massive widening.	Alt-6
162	12/12/2024	Wendi Hundley	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
163	12/12/2024	Susan Paine-Keesey	As an Austin resident, and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to **fully evaluate the environmental, social, and economic consequences** of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. **IMPORTANT: The cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.** The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. This project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. I also ask that CTRMA acknowledge existing research with regard to the historical efficacy of highway expansion, in Texas and across the country. Numerous legitimate studies have been conducted to this end which conclude highway/road expansion / the addition of lanes is not effective in addressing traffic	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			issues; and instead worsens them long-term by inviting more vehicles on the road (further contributing to air pollution). In conclusion, I strongly urge CTRMA to **acknowledge the concerns/will of the community that would be most impacted by this project** by conducting a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority!! Thank you for considering these comments.	
164	12/12/2024	Christie Casteel	I hate toll roads. It contributes to a sense that richer folks are entitled to travel quicker. If you must have a toll road, then have it free for HOVs, as well as buses. I also think this plan encourages urban sprawl and even more development in Hays County. I have lived in Circle C for 25 years. This plan will increase the number of cars on the road creating more pollution. Build trains and increase bus service.	TRA-1, SCI-1
165	12/12/2024	Ashley	NO TOLL ROADS. MOPAC'S DID NOT HELP TRAFFIC... WHY WOULD THIS ONE	PP-1
166	12/13/2024	Dirk Kallerman	An EIS is required due to the critical environmental impacts of the project. 1. Over the aquifer and crossing recharge creeks 2. A cummulative impact on the hill country creeks and endangered species. 3. North-South transit alternatives, such as light rail and commuter rail, have been ignored. 4. No FONSI has been presented or prepared. NEPA says the public should be given 30 days to review the FONSI.	ENV-1, TRA-3
167	12/13/2024	Julie Peckham	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by More traffic lanes means more traffic!	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
168	12/13/2024	City of Westlake Hills via James Vaughn	The City of West Lake Hills applauds your commitment to confronting the challenges of growth in the Austin Metro Area. We have reviewed the proposed design of the South Mopac express lanes. While the design serves Southern and Northern communities, it not only fails to benefit communities using either Bee Cave Rd. or Loop 360 to reach MoPac, it makes the lives of residents using either artery significantly worse. Furthermore, it will lead to dangerous gridlock around Austin High and WAYA fields. Our concerns are the following: Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated. The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. Additional expensive, imposing infrastructure in the 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts. Consequently, the City of West Lake Hills requests that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, the City requests that:	OOS-4 D-7 TO-1 TN-1

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			Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future. Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users. Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360. The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street. Doing this would greatly alleviate risks to Austin High, improve rather than impede traffic flow from 360 to MoPac North, preserve the safety of drivers using Bee Cave Rd., and provide benefits to the entire community which will bear the brunt of construction delays, imposing infrastructure, and road noise.	
169	12/13/2024	Sherrill Deering	CTRMA must conduct a complete environmental impact study. They are conducting an assessment that does not adhere to EPA guidelines. They are using outdated traffic studies from 2010. They are using old data for air quality reports, which affects the air our students breathe.	ENV-1, RP-1
169.01	12/13/2024	Sherrill Deering	And they have no plans to study the impact the expansion will have on East-West corridors such as Cesar Chavez and 5th & 6th streets.	TO-2
170	12/13/2024	krissy morrow	I am against this project. the delays caused by construction are not worth the few benefits. if you increase lanes, people will just drive in to town from further and further away and we'll be back at the same amount of traffic as ever. companies need to stop demanding that people come to the office if it is not necessary for their job (including the city of austin).	OOS-1, ICI-1
170.01	12/13/2024	krissy morrow	you are also building over the barton springs recharge zone and construction will affect austin high. zilker resident for 20 years	TO-1, WQ-1
171	12/13/2024	Ben Jarrett	Hello, Today, going southbound on Mopac between Willam Cannon and Davis there is enough pavement for an extra lane to be added. This can be done by updating the painted lines on the road. Can this be done soon? This would really help southbound afternoon traffic.	D-2
172	12/14/2024	Leigh Ziegler	I oppose the proposed MoPac South expansion. I urge the (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative perhaps adding cloverleaves where appropriate. The Mopac expansion does not address local issues...including but not limited to bus access with no provisions for bus access to HOV via W71/290 at Mopac (no real reduced time for transit even with Council item 66, 12/12/24...Park and Ride location further south -perhaps @ Slaughter) The Mopac South extension fails to recognize the value of clean water, clean air and does not address congestion within the passthrough upon existing feeder intersections without addressing negative consequences. The plan fails to address limited available central space and the existing entry bottlenecks which would also require additional access lanes- particularly at the Southwest Parkway entrance/exit and the William Cannon entrance/exit. There is a failure to detail the travel dynamics at the local level and the local impact with no identifiable attempt to address these issues of significant importance. The SW PKWY entrance/exit portion of the design adjacent to Travis Country homes and Gaines Creek apartments appears to fail to address: •Increased SW Pkwy congestion and reduced ER area response time to get to a trauma hospital drawing increased traffic; also, no fire evacuation plan outlined for the 2- and 5-mile area with presumed population and traffic, •no mapping of the Gaines Creek Crossing (karsts and caves)- for which an updated EIS should be planned before this public review of the design, •significant pollution and noise impact at the intersection proximal to thousands of houses and the 1000-unit MF homes to be constructed there. No consideration has been given to speed changes impact with the crossovers and exits to 71/290 presuming increased traffic and •a loss of ROW that might not allow for sidewalks to access the YBC trail without even greater destruction than the current plan envisions. There should be a comparison of all roadways for their service areas and future projection. No connecting roadway should be excluded. Now, all areas should be included in any plan to allow some pass-through and most importantly services residents that use local roadways. In my opinion, greater effort should be made regarding adding or purchasing general use lanes on the SH 130 Toll. Our existing roadways should not be designed primarily to bypass South Central Austin.	ENV-1, Alt-6, SCI-2, OCO-3, TRA-2, WQ-1, AQ-1, D-1, AQ-1, TN-1, ROW-1, BP-1, RP-1, OCO-1

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173	12/14/2024	Natasha Hazarian	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by More traffic lanes means more traffic!	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
174	12/14/2024	Natasha Hazarian	Where's the consideration of the community's right to protect the quality of life in their area? Not in our neighborhoods! As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
175	12/15/2024	Chris Ford	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
176	12/16/2024	Sharon Brantley	What does the new plan to do make it easier to get onto Mopac northbound at SW Parkway? Was there a study done as to how difficult that is currently and will only get worse as SW Parkway continues to be developed with apartments and as more is built off 71?	RP-1, D-1
177	12/16/2024	Lainey Melnick	I am reaching out as a Westlake area business owner to express significant concerns about the current design of the South MoPac express lanes expansion and to request critical improvements to address access and safety challenges for the Westlake and Bee Cave Road areas. While we appreciate the efforts to enhance regional transportation infrastructure, the proposed design presents substantial obstacles for businesses, employees, and residents who rely on efficient access to MoPac. The impacts of these changes could negatively affect our community's economic vitality, safety, and quality of life. Key Concerns: Loss of Northbound MoPac Express Lane Access: The elimination of the northbound entrance near 15th Street will force residents and employees using Bee Cave Road or Loop 360 to either navigate south to William Cannon Road or use the congested Cesar Chavez loop. Restricted Access to Bee Cave Road from Southbound Express Lanes: Removing this access point limits connectivity for the community and increases travel times. Dangerous Overlapping Exits and Entrances: The overlapping configuration of the Cesar Chavez exit and MoPac north entrance from Bee Cave Road creates a hazardous bottleneck. Southbound Bottlenecks on Regular Lanes: Drivers exiting to Bee Cave Road must cross paths with those entering the express lanes, compounding congestion and safety risks. Additional Infrastructure Without Local Benefits: The added infrastructure between Loop 360 and Cesar Chavez imposes on the community without providing corresponding improvements in access or efficiency for Westlake. The Urgent Need for Reconsideration Transportation is a significant challenge for the Westlake business community. Congestion and reduced accessibility discourage employees from commuting	D-7

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			to the area, adding time, frustration, and cost to daily travel. If the proposed design is implemented without addressing these issues, businesses will struggle to attract and retain talent, and safety risks will escalate. Requested Improvements: Retain northbound MoPac express lane access for Bee Cave Road and Loop 360. Enhance safe and efficient connections between the southbound express lanes and Bee Cave Road. Reevaluate overlapping exit and entrance designs to prioritize safety and reduce bottlenecks. Incorporate community-beneficial infrastructure rather than imposing unnecessary, high-cost structures. We strongly urge the board to reconsider the current design and incorporate changes that improve access, safety, and transportation efficiency for the Westlake area. Thank you for your attention to this critical issue. We are confident that with thoughtful adjustments, the South MoPac expansion can serve both the broader regional goals and the specific needs of our community. Please do not hesitate to reach out for further information or to discuss these concerns in detail.	
178	12/16/2024	Denise Simmons	I urge CTRMA to conduct a full environmental impact study on the Mopac South project.	ENV-1
178.01	12/16/2024	Denise Simmons	The additional 7 miles of pavement will also put water quality at risk over the Edwards Aquifer recharge zone. The current assessment being used does not adhere to EPA guidelines, which is unacceptable.	WQ-1
178.02	12/16/2024	Denise Simmons	In addition, the traffic data being used is from 2010, and Austin's population has grown by almost 20% since then. Please conduct an updated traffic study to see how our roads will be impacted by the expansion. Thank you.	RP-1
178.03	12/16/2024	Denise Simmons	The proposed project will be dangerously affecting air quality on the Lady Bird Lake hike & bike trail and the Austin High School campus, where thousands of citizens and students engage in outdoor activities daily.	TO-1, AQ-1, CR-2
179	12/16/2024	Anonymous	This is a terrible idea. It massively negatively impacts the city of Rollingwood and the entire Westlake community without any benefit. I don't know why Texas doesn't provide a mass transit alternative to just building more roads. This project has been studied extensively and it's embarrassing that the only solution you continue to come up with is building more lanes. This is going to cost the tax payers billions of dollars, and it will not provide a meaningful benefit to commute times. Do better!	TRA-3, Alt-5, TF-1, EL-1
180	12/17/2024	Megan Schlegel	I am a parent of children who will eventually attend Austin High and I would like CTRMA to conduct a full environmental impact study on the Mopac South project. The additional 7 miles of pavement will also put water quality at risk over the Edwards Aquifer recharge zone. The current assessment being used does not adhere to EPA guidelines, which is unacceptable.	ENV-1, WQ-1
180.01	12/17/2024	Megan Schlegel	In addition, the traffic data being used is from 2010, and Austin's population has grown by almost 20% since then. Please conduct an updated traffic study to see how our roads will be impacted by the expansion. Thank you.	RP-1
180.02	12/17/2024	Megan Schlegel	The proposed project will be dangerously affecting air quality on the Lady Bird Lake hike & bike trail and the Austin High School campus, where thousands of citizens and students engage in outdoor activities daily.	AQ-1
181	12/17/2024	Isabel Webb Carey	I am a young person in Austin, this expansion is antithetical to the work being done to transform Austin into a more accessible, walkable, bikeable city for ALL. All research points to highway expansion being not only ineffective, but destructive. Please reconsider.	PP-1, BP-1
182	12/17/2024	Michael	I support the no build alternative. For the financial and environmental costs, the benefits are very modest. The growth models used to predict future travel times are dubious at best. The models predict large traffic increases on an already congested road, which is impossible, since as roadway capacity is already constrained due to congestion. The presentation even incorrectly calculated the time savings of the projected project as a 25% travel savings instead of 20% (saving 4 minutes off a 20-minute baseline). It is clear the CTRMA is trying to sell the project rather than solicit honest feedback. The environmental impacts are not accurately quantified either. There is no mention of the vehicle miles traveled that the project would induce or the connection between road capacity and sprawling development. I do support dynamic tolls as they are the only way to prevent congestion. Converting an existing general-purpose lane to a rush hour only dynamic toll lane would be a reasonable, fiscally sound, but also politically unpopular option.	RP-1, PI-5, D-5, Alt-5
183	12/18/2024	Garret Nick	I don't see how this expansion actually produces a result of reducing traffic congestion. There are already two lanes that exit to downtown before splitting to Cesar Chavez and 5th streets. Once that traffic attempts to merge onto those streets it will come to a halt and the only benefit you would be adding is to have another lane of traffic waiting to merge. There is no way to widen 5th or Cesar Chavez nor is anyone wanting to do that so how then does creating another lane of traffic waiting to merge onto an already maxed out street going to improve anything? Is it really worth one billion dollars for this project? I am also not impressed at all with how the duration of this project would leave thousands of people without a viable way to cross Lady Bird Lake, forcing more people to	PN-1, TO-2, RP-2, Alt-1, WQ-1

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			South Lamar... which will also be undergoing a complete rebuild. The reality is that you can't reduce traffic by adding more lanes, you are only inviting more car traffic to a space that cannot support it. In addition, once this is all connected to I35 via SH45... the increase in traffic through the mostly residential stretch of MOPAC will only serve to erase whatever traffic flow gains you thought you resolved. This project is a huge waste of money that solves nothing. We would be better off spending a billion dollars on alternatives to driving a car on MOPAC. People want alternatives... not more and more lanes that get torn up and rebuilt nearly as soon as they are completed. A never ending money pit of expansion and maintenance. I won't even start on the damages that will be done to the Barton Springs recharge zone and all the pollutants you are encouraging over the aquifer...	
184	12/18/2024	Madison Graham	I do not want this project to move forward at all. The more time and money we spend investing in our highway network, the more reliant we are on single occupancy vehicles. I don't think the delay on South Mopac warrants this kind of investment. Put the money in I-35 where the real problems exist.	Comment noted.
184.01	12/18/2024	Madison Graham	I do not support adding tolled lanes or any kind of improvements to Mopac. It is not worth the delays that will be caused with construction. We are already getting too much of that on I-35 and 183. Please, cancel this project all together. It is bad for our environment. I moved to Austin so that I don't have to live in an ugly city with lots of highways like San Antonio, Houston, or Dallas!!! Do not expand Mopac, I am very much against this project.	C-1, ENV-1, AE-1
185	12/19/2024	City of Rollingwood via Ashley Wayman & Gavin Massingill	On behalf of the City of Rollingwood, please find attached a letter requesting an extension of the comment period for open house #6. RE: Request for Extension of Public Comment Period I am writing to respectfully request an extension of the public comment period for the environmental studies and the Recommended Build Alternative, currently set to close at midnight on Sunday, December 29, 2024. While the City of Rollingwood commends CTRMA's commitment to engaging the public in this important process, we believe that additional time for public review and comment would be beneficial. This extension would provide a broader range of stakeholders with the opportunity to review the detailed materials, evaluate the proposal thoroughly, and submit meaningful feedback for consideration. The holiday season may pose challenges for many community members who wish to participate in this process but find their time constrained due to personal and family commitments. Extending the comment period by an additional 90 days would ensure that the public has a fair opportunity to engage with the material provided and contribute their perspectives to the official record. If a time extension is not granted, we respectfully request that supplemental comments be allowed to be submitted and considered after the deadline. We greatly appreciate your consideration of this request and your continued efforts to involve the community in this important decision-making process. Thank you for your time and attention to this matter.	PI-1
186	12/19/2024	Larry Akers	As a resident of a neighborhood abutting the Mopac extension project, I have the following concerns about the project. First, I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The study should include impacts on the safety and operations of Austin High School and Zilker Park.	ENV-1, TO-2
186.01	12/19/2024	Larry Akers	Second, I am concerned about the elevation of new lanes. The sound of the existing highway already carries clearly across Zilker Park and into the Barton Hills neighborhood, disrupting its peace and quiet. Raising new express lanes above the existing profile will radically increase this impact, as there will be virtually nothing to stop the sound from radiating. Do you plan to raise sound barriers to that height? If not, the park and our neighborhood as well as Rollingwood will be degraded. If so, the edifice would be so obtrusive as to uglify that whole part of town. Building highways in the sky is no answer.	TN-1, D-2
186.02	12/19/2024	Larry Akers	Third, I strenuously oppose toll lanes. Creating them imposes additional costs, increases construction and final product footprint, and introduces driving complexity.	Comment noted.
186.03	12/19/2024	Larry Akers	Furthermore, and this is key, it directly penalizes this community, which is forced to subsidize roadway construction all over the state while paying for our own with local funds. It is pure exploitation by the state of a community that it regards as both its political enemy and its piggybank. HOV lines are fine and should be developed with a mind to their utilization by emerging transit alternatives like micro transit and vanpooling, without complicating those alternatives with fares.	Alt-3, TF-1
186.04	12/19/2024	Larry Akers	Fourth, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	RP-2
186.05	12/19/2024	Larry Akers	Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would require piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	TES-1, WQ-1, CR-2, C-5

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186.06	12/19/2024	Larry Akers	I request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Cities now understand that increasing traffic flow on thoroughfare streets can be achieved with intersection improvements and without end-to-end widening. Can highway traffic flow can be increased likewise by carefully considered, incremental improvements at congesting-inducing pinch points? In conclusion, I strongly urge CTRMA to conduct a full EIS, eliminate elevated lanes, eliminate tolls, and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	Alt-1, Alt-6
186.07	12/19/2024	Larry Akers	I strongly urge CTRMA to conduct a full EIS, eliminate elevated lanes, eliminate tolls, and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	Alt-1
187	12/19/2024	Julia Robinson	As a born and raised Austinite I have seen MoPac from the very beginning. Adding more lanes, especially toll lanes, does nothing to reduce congestion and will add noise and air and water pollution to a critical part of the Edwards Aquifer watershed. Proceeding with this project without a full environmental impact study is reckless and will have repercussions for water quality and wildlife that cannot be undone. Bypassing the impact report is a betrayal of trust and a dereliction of your duty to citizens of the city. With hope for a full impact study,	ENV-1
188	12/19/2024	City of West Lake Hills via James Vaughan	Since my letter on December 13, 2024, I attended a workshop with CTRMA technical staff at Rollingwood City Hall. The observations from my previous letter proved true. I listened to justifications and explanations by technical staff. Frankly the explanations fall short. Below, I will include my original observations, technical staff justifications, and my response. 1. Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 1. CTRMA Staff Justification (CSJ): 1. In order to prevent weaving to the express lanes from the main lanes, as well as allow speedier travel from the express lanes to Windsor and Enfield, the current entrance point ought to be eliminated. 2. There's a low probability mapping software would reroute traffic around Austin High, because the traffic flow on regular lanes will quicken substantially. 2. Our Response: 1. Switching this entrance to an exit for the purpose of accessing Enfield will cause express lanes drivers to merge across three lanes of traffic quickly- the opposite of the intentions of staff. Relatively speaking, there is much more space to get across regular lanes to this current entrance from Bee Cave Rd. than there would be for drivers exiting from the expresslane to Enfield. 2. Regular lane traffic will quickly return to its current state once construction finishes - this is always the case with highway expansion in growing cities. Mapping software will reroute drivers if the alternative saves even a few minutes, drivers will be rerouted around Austin High (unless the loop around is already gridlocked). 2. The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated and converted into an entrance. 1. CSJ: Not specifically addressed, but generally addressed. Similar to the point above, Staffs goal is to avoid weaving and to keep the express lane moving quickly. 2. Our Response: The current exit from Southbound Mopac express lanes to the current exit to Bee Cave Rd. is 1.1 miles. The current exit from Southbound Mopac express lanes to the proposed exit to Bee Cave Rd. is a little less than a mile. Note I've had to approximate these distances from physical maps at Rollingwood city hall as the online presentations have no such details. Presuming these numbers are true, this is not a dramatic change. What's more, the reconfiguration as an entrance makes no sense. This new entrance will be just north of Lake Austin Blvd. The next entrance will be just before Barton Springs Rd. (the combined exit to Bee Cave Rd.). There's simply no reason to cut off expressway users from Bee Cave Rd. The predictable net impact will be for express lane users to exit Cesar Chavez, loop around Austin High and use Red Bud Trail. Austin's planned redesign for that bridge did not contemplate such an influx. Of course, as above, drivers won't be rerouted by mapping software should the Emmett Shelton Bridge already be gridlocked. 3. The exit to Cesar Chavez from the express lane and the entrance to regular Northbound Mo Pac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 1. CSJ: The conditions are relatively unchanged. Drivers exit the Northbound express lane exit at a safe distance from the Bee Cave Rd. entrance. Bee Cave Rd. maintains a separate lane for entry onto regular Mopac.	D-7

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			2. Our Response: The entry onto Mopac from Bee Cave Rd. will no longer lead directly to the Cesar Chavez exit. It merges into the exit lane for Cesar Chavez. Currently, drivers who want to continue North from Bee Cave Rd. merge one lane over. Under this plan, drivers will be required to merge two lanes over. To make matters worse, the Cesar Chavez exit is sure to be the most popular exit from the expanded express lanes. Drivers attempting to go Northbound on regular lanes from Bee Cave will have to compete with the highest volume of express lane traffic - that which wants to get to Cesar Chavez - which was previously moving quickly, in order to get two lanes over to drive North. It is a certainty that drivers coming off the express lane will be moving faster than those in the regular lane although Staff disputes this. One simply has to take the current existing South exit from the existing toll lanes to see this effect in action. 4. Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 1. CSJ: The exit to Bee Cave Rd. from regular lanes has been improved as the new exit to Bee Cave Rd. will be further North along the frontage road giving drivers more time to cross the frontage road and get to Bee Cave. 2. Our Response: We appreciate the exit being moved further North. However, our residents will be competing with all the accelerating traffic-who's goal is to get onto the express lanes - coming off the new ramp at Sixth Street in order to exit at Bee Cave. Again, perhaps this doesn't show up in the models but is quite evident from lived experience, when drivers feel they've been liberated from the quagmire of the regular lanes, they quickly accelerate.	
188.01	12/19/2024	City of West Lake Hills via James Vaughan	Apart from our particular concerns, I have a few observations about the process. Frequently, and especially with regards to extremely long-term projects, the response to all concerns becomes a reference to a model. However, a model is only as useful as the data that guides it and the further out the projections, the more useless even the most accurate models become. I presume all or most of you on this Board have some experience with corporate America. Have you ever seen a company hit its thirty-year growth targets? Have you ever made a spreadsheet that, without any further revisions, you had any real faith in that proved accurate after year five? Maybe you blew your expectations out of the water, maybe you failed them, but I presume you never hit them within any small margin of error. In the mid to very long term, common sense wins out. On the data in the model itself, staff made a few contradictory claims that give me pause. We first heard that Bee Cave Rd. was not included in the model. Then we heard that travel from East to West wasn't included in the model -which leads me to presume traffic from 360 was also excluded; however, that was not stated explicitly. Then we learned that maybe East West traffic was included in the model through a 2015 University of Texas study (should this be true, given that it's 2024, staff ought to be able to fact check the accuracy of said study after nine years). Then I learned that apparently, according to Campo's 2045 master transit plan model, 360 and Bee Cave Rd. users were either 4% of the users of the Northbound expresslane or I learned that only 4% of 360 and Bee Cave Rd. users take the expresslane. The first, despite being a small number, would imply extremely high per capita use of the current expresslane. The second, not so much. But then, I believe we also learned that the census tracts used for that model included only Rollingwood, Treemont, and Lost Creek - excluding the vast majority of people coming from the West. Lastly and most importantly, the model does not include data from the inevitable expansion of 45 to 135.	RP-1, OOS-4, TO-2
188.02	12/19/2024	City of West Lake Hills via James Vaughan	Let's move away from the model and talk about our shared experience. I've lived here most of my life as I presume you all have as well. Staff told us at the open house that we ought not to worry about our loss of access to and from Northbound express lanes because it would only add three minutes to our trips from Bee Cave Rd. to 2222. According to staff, the new express lanes will vacuum up so much traffic as to liberate regular lanes leading to a perpetually harmonious flow of travelers. Common sense says such a claim is pure fantasy. One merely has to sit on MoPac in regular lanes in either direction from 3:30-6:30pm to realize life is pretty much back for regular lane users to exactly what it was prior to expresslane construction.	Comment noted.
188.03	12/19/2024	City of West Lake Hills via James Vaughan	As stated above, such is the case for new or expanded highways in growing cities across the nation. A side note - the Board ought to ask staff for a report on how the traffic flow on regular lanes of Northbound Expressway model has held up to the test of time.	PP-1
188.04	12/19/2024	City of West Lake Hills via James Vaughan	So, what does common sense tell us about the future of MoPac? 45 will be expanded, Mopac will turn into a second 135, truck traffic and all, and the only reprieve will be the Express Lanes. Consequently, the plans cannot be limited to catering to the needs of just the commuters to the North and South. Care must be taken at this moment to include the common sense requests from Bee Cave Rd. and Loop 360 users to maintain access and limit direct vehicular jousting upon entering or exiting the roadway. Thank you as always for your dedication, time, and attention,	PI-5
189	12/19/2024	Richard Lawson	I am respectfully requesting CTRMA conduct an Environmental Impact Statement (EIS) on the Mopac South Project. I would also request that you publish it in its entirety and all source material gathered. It only makes sense that if we are building a multimillion dollar highway project, that you go through a rigorous process to make sure that it isn’t detrimental	ENV-1

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			to the most prized and respected park and waterway in the State of Texas. From what I understand, CTRMA has decided not to conduct a FULL Environmental Impact Statement, and curiously instead opting for a less rigorous Environmental Assessment. Please reply to this letter with the legal precedent that justifications that you have considered and used to come to this decision. From what I understand, a full EIS is required for projects with significant environmental impacts. Please let me know how to get this message to the right person or committee to answer why this is not being done. I greatly appreciate your attention and effort to help me understand this point.	
190	12/19/2024	Jules Elkins	As an Austin resident, I wish to submit the following comments on the MoPac South Environmental Study virtual open house as official comments for consideration. 1. Conduct a Health Assessment Increasing Mopac South by up to 4 additional lanes will significantly increase the pollution levels to which residents of Austin will be exposed. A robust body of scientific evidence shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of Mopac have not been adequately assessed nor communicated in any substantive or meaningful way to the public.	AQ-1, AQ-2
190.01	12/19/2024	Jules Elkins	2. Analyze real alternatives to expansion I encourage analyzing a range of alternatives that better use existing pavement and consider changing traffic patterns. Specifically, explore an alternative that involves converting inside existing lanes to rush hour HOV lanes with little or no additional pavement as an option in the analysis—and pursue it in the interim as a test solution for very little money.	Alt-1, Alt-6, ICI-1, D-4
190.02	12/19/2024	Jules Elkins	3. Include the climate implications as a primary concern in the Mopac South plans. The transportation sector is the most significant contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 4 additional lanes for 8.8 miles will induce up to 116 million vehicle miles traveled per year, which is about 1.2 million metric tons of CO2 emissions by 2050.	AQ-1, AQ-2
190.03	12/19/2024	Jules Elkins	4. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen's understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people interested in different forms of mobility — pushing innovative transit options that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a "utilitarian infrastructure project"? If the answer doesn't prioritize the planet, public health, and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does.	PI-5, TRA-1, TRA-3
191	12/19/2024	Ellie Reshetnikov	This letter is to urge a more thorough consideration of the expansion of Mopac. I have lived in Austin for over 50 years and my family is now on it's 5th generation here. I have seem wonderful growth in Austin and some growth that has spoiled what was once really good. Further, I studied landscape architecture in the 1990s and even then we were beginning to understand that adding more lanes and expressways in order to reduce traffic comes at an inexcusable cost to the overall quality of life, including damage to environments, aquifers, sense of community, visual quality, safety, sense of place and more. Added up the negatives will surely and vastly outweigh the reductions to traffic. Thank you for considering these comments.	ENV-1, Alt-1, ICI-1
192	12/19/2024	Diana Dierks	As an Austin resident and frequent visitor to Barton Springs, the Greenbelt treks and the surrounding parks, I am submitting my comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact	ENV-1, SCI-2, C-4, Alt-6, Alt-4, RP-2,

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			Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. Part of what makes Austin so appealing is its visual beauty, such as the live oak trees and wildflowers along Mopac. It sets it apart from the hectic highways of other cities and has a value to protect in itself. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-1, TO-2, WQ-1, C-5
193	12/19/2024	Mary Pitts	As a 5th generation Austinite and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
194	12/19/2024	Peggy Krug	As a former Austin resident, current Manchaca resident, and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
195	12/19/2024	Madeleine West	As a frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
196	12/19/2024	Carol Goodwin	As a south Austin resident, I am writing to oppose the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens valuable public spaces I use almost daily -- Barton Springs, Zilker Park, the Barton Creek Greenbelt, and the Lady Bird Lake Hike and Bike trail. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and residents' quality of life must be the top priority -- not cars and a short reduction in travel time. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
197	12/19/2024	Kate Csillagi	As an Austin resident and daily visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll (and up to 7 lanes with auxiliary) lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
198	12/19/2024	Janis Reinken	As an Austin resident and frequent driver on MoPac, and a visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. Frankly, I don't know how you can get TXDOT/FTA approval for this transportation project without conducting the required environmental study. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The design for MoPac was not intended to be a thoroughfare for trucks and 18-wheelers but for non-commercial vehicles and commuter traffic. We do not need OS-OW vehicles on MoPac.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority.	
199	12/19/2024	Aldia Bluewillow	As an Austin resident and frequent swimmer at Barton Springs Pool and visitor to Zilker park, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
200	12/19/2024	Mary Kahle	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion at this time. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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201	12/19/2024	Aileen Fitzgerald	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
202	12/19/2024	Aimee Schaefer	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
203	12/19/2024	Alison Martinez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
204	12/19/2024	Allison Watkins	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
205	12/19/2024	Allyson Lipkin	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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206	12/19/2024	Ann Leifeste	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
207	12/19/2024	Anne Fertitta	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
208	12/19/2024	April Riggs	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
209	12/19/2024	Beth Santori	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
210	12/19/2024	brenda bellocchio	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
211	12/19/2024	Brenna Bales	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
212	12/19/2024	Brigitte Edery	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
213	12/19/2024	Chandler Lawn	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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214	12/19/2024	Charlotte Kaminski	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
215	12/19/2024	Chloe Smith	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
216	12/19/2024	Chris GEBHARD	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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217	12/19/2024	Cynthia Jones	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
218	12/19/2024	Daisy Clark	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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219	12/19/2024	Declan Stevenson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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220	12/19/2024	Diego Panesso	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
221	12/19/2024	Eric Goodyke	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
222	12/19/2024	Erlantina Luna	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
223	12/19/2024	George Yaffe	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. Furthermore, I object to this build-out specifying toll lanes.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
224	12/19/2024	Haleigh Wagman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Also, as seen with the I35 expansion that is currently happening between slaughter and 71, the traffic is much worse, and will continue to be worse until the end of construction, and we do not even know if the change will benefit commute time. Starting on mopac would just take away the current alternative route and traffic everywhere will be for the worse. Thank you for considering these comments.	
225	12/19/2024	Heidi Gibbons	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
226	12/19/2024	Helen Heymann	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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227	12/19/2024	Jamie Klingbeil	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
228	12/19/2024	Jen Botas	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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229	12/19/2024	Jessica Cargill	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
230	12/19/2024	John Aintablian	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
231	12/19/2024	Jordan Levin	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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232	12/19/2024	Judy Castrejana	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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233	12/19/2024	Juhi Kachalia	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
234	12/19/2024	Jules Shelby	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
235	12/19/2024	Julia Grant	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
236	12/19/2024	Julie Hudnall	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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237	12/19/2024	Karina Gavin	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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238	12/19/2024	Kate Tomasino	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
239	12/19/2024	Kathryn Lalla	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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240	12/19/2024	Katy Miller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
241	12/19/2024	Kelly Hayes	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
242	12/19/2024	Kelly Holt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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243	12/19/2024	Laura Carter	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
244	12/19/2024	Leana Layton	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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245	12/19/2024	Leslie Currens	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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246	12/19/2024	Leslie Lindzey	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
247	12/19/2024	Leslie McCollom	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
248	12/19/2024	Lily Woodburn	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
249	12/19/2024	Lisa Kerber	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
250	12/19/2024	Loretta Gonzalez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
251	12/19/2024	Luis Rojas	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
252	12/19/2024	Madeline Branden	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
253	12/19/2024	Maison Padron	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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254	12/19/2024	Marilyn Fowler	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
255	12/19/2024	Marsha Fatino	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. As a deep eddy resident, the noise level of traffic is already impacting my home of 25 years. I will be happy to join a class action lawsuit and urge SOS and the city to begin this process immediately.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
256	12/19/2024	Martha Rogers	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
257	12/19/2024	Marybeth Glasheen	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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258	12/19/2024	Matthew Caldwell	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
259	12/19/2024	Melissa Matuniak	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
260	12/19/2024	Michael Billingham	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
261	12/19/2024	Michael Polacheck	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
262	12/19/2024	Michael Polacheck	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
263	12/19/2024	Mike Dearborn	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
264	12/19/2024	molly pitts	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
265	12/19/2024	Monica Wu Tran	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
266	12/19/2024	Montana Wooten	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
267	12/19/2024	Morgan Acree	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
268	12/19/2024	Nancy Leeper	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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269	12/19/2024	Natalie Zequeira	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
270	12/19/2024	Nathan Hager	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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271	12/19/2024	Nina Glasgow	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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272	12/19/2024	Pamela Overeynder	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
273	12/19/2024	Parsa Tahamzadeh	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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274	12/19/2024	Patricia Murphy	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
275	12/19/2024	Patricia Wilson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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276	12/19/2024	Raul Gonzalez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
277	12/19/2024	Richard England	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
278	12/19/2024	Richard Maness	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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279	12/19/2024	Robert Huth	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
280	12/19/2024	sally Jacques	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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281	12/19/2024	Sam O’Cain	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
282	12/19/2024	Samantha Ratliffe	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
283	12/19/2024	Samuel Crowson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
284	12/19/2024	Sarah Simpson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
285	12/19/2024	Schylar Brown	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project diminish the quality of life for Austin residents. The entire city is already under construction. This project poses a direct threat to Barton Springs and its ecosystem, both above and below ground. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. DO NOT DESTROY THE LAST OF WHAT KEEPS AUSTIN GROUNDED. ZILKER AND BARTON ARE KEY COMMUNITY CENTERS. PLEASE KEEP THEM HEALTHY. THE MONEY DOESNT FOLLOW YOU WHEN YOU DIE.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
286	12/19/2024	Scott Pollack	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
287	12/19/2024	Shari Overstreet	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
288	12/19/2024	Sharon Gillespie	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
289	12/19/2024	Shilo Wirt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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290	12/19/2024	steve gerson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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291	12/19/2024	Tanzia Karim	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
292	12/19/2024	Tara Mullins	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
293	12/19/2024	Tawny Villain	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. MORE LANES IS NEVER THE SOLUTION. RETHINK THIS PLAN!!	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
294	12/19/2024	Teresa Smichenko	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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295	12/19/2024	Anne Miller	As an Austin resident and huge supporter of Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
296	12/19/2024	Carol Dillard	As an Austin resident of over 60 years and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
297	12/19/2024	Donald Jones	As an Austin resident who lives and travels in the MoPac corridor, I am deeply opposed to the proposed MoPac South expansion because of the impact on the environment and in particular because of the increased air and noise pollution. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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298	12/19/2024	Katarina Lavric	As an Austin resident, frequent visitor to Barton Springs and the surrounding parks, and very storied Austin area driver (as a home healthcare provider), I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
299	12/19/2024	Susan Pantell	As an Austin resident, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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300	12/19/2024	Dawn Houston	Austin residents do not want the expansion! As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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301	12/19/2024	Freddy Jones	I have lived in Austin for over 40 years, swimming in Deep Eddy and Barton Springs several times a week many months of the year. These areas are precious, irreplaceable assets, and the hills surrounding them represent i onoic Texas land. I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
302	12/19/2024	Cyral Miller	I live in Austin, and I swim in Barton Springs and at Deep Eddy several times a week. I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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303	12/19/2024	Kirstin Boyd	More highways = more air pollution, water quality pollution AND induced demand. Shame on you. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in OPPOSITION to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to FULLY evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
304	12/19/2024	Debra Leff	Please consider the impact on Austin parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			economic consequences of this project and to consider sustainable alternatives. We don't need another IH-35 corridor to split towns even further. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. Years ago the transportation group looked at using the Mo-PAC (Missouri-Pacific) rail lines. Let's do that seriously again!! This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into an I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
305	12/19/2024	Charles Rice	Please do not do this without conducting an comprehensive Environmental Impact Statement. Expanding highways does NOT actually result in improved travel for people on the road. It results in more traffic. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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306	12/19/2024	Alexys Schmieder	I recently moved out of Austin but still the city is my home. I moved to Colorado for grad school and plan to return with my degree- I hope to return and be able to recognize my beloved city. I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5
307	12/19/2024	Jeanne Ringe	I'm an Austin resident in the 78704 zip code. I just moved back here this month after being away for many decades and plan to stay here til I die. I'm writing this mainly to save Barton Springs as it is a refuge for me and so many in this city. I'm a frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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308	12/19/2024	Corinne Wildee	In addition to the comments below, I will make my own personal statement against the expansion of the south mopac bridge system in two Main points. 1. After the incredible rise in population over the last few years, I have seen the numbers start inching downward again. As an 8+ year resident, I don't feel expanding Mopac is the right way to go. We need to explore alternate ideas. 2. IF this group decides that expanding Mopac is the right way to go, you MUST have the contractors perform a FULL Environmental Impact statement. Pollution will go to Barton Springs and the sensitive Edwards Aquifer. 3. I grew up in Fairfield Lake State Park, which was recently closed and sold off to a real estate developer. 3,500 acres of green space were lost. We need to do everything we can to protect our sensitive green spaces we have left, and this area in question is one of them. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points,	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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			and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority.	
309	12/19/2024	Kirstin Boyd	More highways = more air pollution, water quality pollution AND induced demand. Shame on you. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in OPPOSITION to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to FULLY evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5
310	12/19/2024	Robert Akers	As a resident of a neighborhood abutting the Mopac extension project, I have the following concerns about the project. First, I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The study should include impacts on the safety	ENV-1, TO-1, SF-1, TN-1, ICI-1, TF-1, Alt-3, RP-2, WQ-1, C-5, Alt-6

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			and operations of Austin High School and Zilker Park. Second, I am concerned about the elevation of new lanes. The sound of the existing highway already carries clearly across Zilker Park and into the Barton Hills neighborhood, disrupting its peace and quiet. Raising new express lanes above the existing profile will radically increase this impact, as there will be virtually nothing to stop the sound from radiating. Do you plan to raise sound barriers to that height? If not, the park and our neighborhood as well as Rollingwood will be degraded. If so, the edifice would be so obtrusive as to uglify that whole part of town. Building highways in the sky is no answer. Third, I strenuously oppose toll lanes. Creating them imposes additional costs, increases construction and final product footprint, and introduces driving complexity. Furthermore, and this is key, it directly penalizes this community, which is forced to subsidize roadway construction all over the state while paying for our own with local funds. It is pure exploitation by the state of a community that it regards as both its political enemy and its piggybank. HOV lines are fine and should be developed with a mind to their utilization by emerging transit alternatives like micro transit and vanpooling, without complicating those alternatives with fares. Fourth, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would require piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. I request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Cities now understand that increasing traffic flow on thoroughfare streets can be achieved with intersection improvements and without end-to-end widening. Can highway traffic flow can be increased likewise	
311	12/19/2024	Jules Elkins	As an Austin resident, I wish to submit the following comments on the MoPac South Environmental Study virtual open house as official comments for consideration. 1. Conduct a Health Assessment Increasing Mopac South by up to 4 additional lanes will significantly increase the pollution levels to which residents of Austin will be exposed. A robust body of scientific evidence shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of Mopac have not been adequately assessed nor communicated in any substantive or meaningful way to the public. 2. Analyze real alternatives to expansion I encourage analyzing a range of alternatives that better use existing pavement and consider changing traffic patterns. Specifically, explore an alternative that involves converting inside existing lanes to rush hour HOV lanes with little or no additional pavement as an option in the analysis—and pursue it in the interim as a test solution for very little money. 3. Include the climate implications as a primary concern in the Mopac South plans. The transportation sector is the most significant contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 4	ICI-1, PN-1, Alt-1, Alt-6, D-4, AQ-1, AQ-2, PI-5

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			additional lanes for 8.8 miles will induce up to 116 million vehicle miles traveled per year, which is about 1.2 million metric tons of CO2 emissions by 2050. 4. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen's understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people interested in different forms of mobility — pushing innovative transit options that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a "utilitarian infrastructure project"? If the answer doesn't prioritize the planet, public health, and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does.	
312	12/19/2024	Mark Warren	I am a native Austinite, born here 1950, lived here my whole life. I am submitting this comment in opposition to the proposed MoPac South expansion. When will we ever learn? Build it and they will come. You keep building more monstrously huge highways, which encourages more people to move farther away. A few years later they clog the highways and you decide yet another expansion is in order. Before you know it, we'll have 16 lane highways like Houston. Insanity is doing the same thing over and over and expecting different results. And this is insanity on the face of it, without even considering the environmental impacts. Stop the insanity, stop laying down eternal asphalt, find alternatives.	Alt-1, ICI-1
313	12/19/2024	Traci Garner	As an Austin resident for 20 years- there has to be roads left to still be able to navigate the city without the traffic of those just driving through. If these road expansion continue the negative impact will far exceed the purpose. Please leave MoPac alone. Thank you for considering these comments.	Comment noted.
314	12/20/2024	Randal Robledo	The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) NEED to hear this. LEAVE FREEWAYS FREE. FUCK YOUR TOLLROADS. FUCK YOUR RIDICULOUSLY STUPID PLAN WITH 4 TOLL LANES. I've had it with your inexcusable nonsense that is NOT SUPPORTED BY ANYONE BUT YOURSELVES. This plan will be stopped by the people of Austin. [middle finger emoji]	Comment noted.
315	12/20/2024	Jeffrey Batchelor	The toll lanes on Mopac have not helped. People go slowly in them. Just add regular lanes to Mopac.	Alt-2
316	12/20/2024	Christine Byron and Bruce byron	Build recommended option. It is needed for all of Austin and Dripping Springs. My wife and I do charity work in North Austin and frequently use the N MOPAC Express Lanes to get there from Dripping Springs. Having them extended south would be great.	Comment noted.
317	12/20/2024	Jennifer Rodgers	congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
318	12/20/2024	Melissa Ramos	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points,	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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319	12/20/2024	Ashlyn Ballard	As a descendant of the Native Peoples who hold these waters sacred, and a future Austin resident (transferring to UT), as well as a very frequent visitor to both the city and it's natural gems such as Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
320	12/20/2024	Bryan Hale	As a lifelong Austin resident and frequent visitor supporter of Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
321	12/20/2024	Sarah Spreitzer McCalla	As a long-time Austin resident, a parent to children at Austin High, and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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322	12/20/2024	Carolyn Cravey	As a native Austinite, resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
323	12/20/2024	Veronica Johnson	As a recent Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
324	12/20/2024	Karen Kreps	As an Austin resident and daily visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
325	12/20/2024	Amy Lohr	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
326	12/20/2024	Anthony Acosta	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top We don't want that shit, respectfully	
327	12/20/2024	Ariana Kol	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
328	12/20/2024	Beth Chrisman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
329	12/20/2024	Bill Woods	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents, especially to those of us who live along that corridor. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. It may be time for MONAC to be reactivated in light of these so-called improvements. Remember, "if you build it, they will come," so increasing capacity only brings more cars. Thank you for considering these comments.	
330	12/20/2024	Breanna Kilgore	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
331	12/20/2024	Callie Karwick	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
332	12/20/2024	Carolyn Somes	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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333	12/20/2024	chandler rodriguez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
334	12/20/2024	Christi Cox	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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335	12/20/2024	christlyn Bailey	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
336	12/20/2024	Colleen Berryman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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337	12/20/2024	Danny Nguyen	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Please remember that to some, this is simply a proposal of efficiency and cost-effective renovations from poor city planning. To the majority, the people, us, it is our freedom of liberty of joy. To the countless boys and girls who run away from home, fleeing to Austin in hopes of a prospering, welcoming, family, these areas serve as places where we can come together not only as a community or family; but as, people who support other people. We can be humans. Don't take that away from us. Thank you for considering these comments.	
338	12/20/2024	Deidre worth	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
339	12/20/2024	Demi Rogers	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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340	12/20/2024	Diana Prechter	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
341	12/20/2024	Emily DuBois	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
342	12/20/2024	Esmee smiley	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
343	12/20/2024	Eva Lorini	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
344	12/20/2024	Gabriel Borunda	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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345	12/20/2024	Jackson Reed	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
346	12/20/2024	Jake Stockstill	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. I feel like this would also greatly hinder mopac traffic during construction of the expansion. While a full closer of the section of road is highly unlikely, I feel that and amount of large construction in the proposed area would A) add a large amount to people's commutes and B) likely greatly interfere with the public's use of the surround area and parks, thus depriving the city of important communal infrastructure and east access to nature within the city. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
347	12/20/2024	Jan Mueller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
348	12/20/2024	Jenn Medina	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
349	12/20/2024	Jennifer Evans	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
350	12/20/2024	Jessica Grimm	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. Please also consider the risk to student athletes of Austin high as this expansion would impact their outdoor practices greatly. We don't want our children breathing in exhaust fumes. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
351	12/20/2024	Jordan Niederhaus	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
352	12/20/2024	Katherine James	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
353	12/20/2024	Krista Bickley	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
			Austin's natural resources and quality of life must be the top priority. What do you think lured enough people here to warrant any kind of expansion in the first place? Thank you for considering these comments.	
354	12/20/2024	Lillian Johnson	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
355	12/20/2024	Linda Zimmer	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
356	12/20/2024	Lindsey Davis	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
357	12/20/2024	Lori Perry	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. PROTECT OUR ENVIRONMENT. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
358	12/20/2024	Madelyn DeCorte	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
359	12/20/2024	Marissa Newhall	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
360	12/20/2024	Mercedes Coleman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
361	12/20/2024	Mike Stefanik	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
362	12/20/2024	Monica Solomon	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
363	12/20/2024	Nick O	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
364	12/20/2024	Perry Rickard	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
365	12/20/2024	Randal Robledo	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
366	12/20/2024	reby grantham	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
			Thank you for considering these comments.	
367	12/20/2024	Samantha McClure	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
368	12/20/2024	sergio Reynoso	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
369	12/20/2024	Shannon McNeil	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
370	12/20/2024	Sonia Del Hierro	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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371	12/20/2024	Stephen Ballard	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
372	12/20/2024	Tait Selvik	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
373	12/20/2024	Taylor Sims	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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374	12/20/2024	tiffani abels	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
375	12/20/2024	Timothy Burton	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
376	12/20/2024	Tom Tran	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
377	12/20/2024	Victoria Perez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
378	12/20/2024	Kyle Mendez	As someone from Central Texas who cares deeply about the environment and pedestrian safety, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
379	12/20/2024	KAY MORRIS	Please don't widen south MoPAC. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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380	12/20/2024	Tracy Thomas	Please help preserve the beauty and health of the Barton Creek region. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. I request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
381	12/20/2024	Betsy Greenberg	Years of traffic caused by construction in no way balance the minimal time savings that will eventually result from the additional lanes. More lanes will simply mean more traffic and more pollution. This is particularly a bad idea while construction is happening to widen I35 and build a light rail system. As an Austin resident and frequent visitor to Barton Springs, Texas Rowing Center, and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
382	12/20/2024	Kate Butchofsky	SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, OCO-3, TO-1, TO-2, SF-1, ENV-1, WQ-1, C-5, Alt-6
383	12/20/2024	Benjamin Guthrie	I live in Dallas and I come to Austin for the beauty, not for the roads.	Comment noted.
384	12/20/2024	Caroline Sears	I know a lot of people are moving here, but they're moving here because of all Austin has to offer — like Barton Springs. Not our highways, the expansion of which will harm our city. Invest in public transit instead please. I have a car but I'd use public transit instead if it was robust and reliable.	Alt-4, TRA-3
385	12/20/2024	Yvette Yarbrough	So much traffic congestion going south could be resolved by fixing the on/off ramp situation at William Cannon. Currently traffic coming down the flyover from 71/290 must merge onto Mopac at the same time that vehicles trying to exit on William Cannon are merging to exit. This creates a bottleneck. Also, where vehicles have to merge down from three to two lanes is consistently where the backup goes to a standstill. If mopac were three lanes past William Cannon, traffic would be so much lighter.	D-2
386	12/20/2024	William Smithson	I support the 2C alternative!	Comment noted.
387	12/20/2024	Chris Stoll	Thank y'all for all your efforts! Please get it down!!	Comment noted.
388	12/20/2024	Eileen Groves	I agree that there needs to be much improvement with SoMoPac but I have 2 observations. 1.) Why stop at Slaughter? There is much traffic going south to St Rd 45 & the 454 Toll Road. I live off of LaCrosse & I experience the heavy traffic south of Slaughter. And in the mornings, it's bumper to bumper going north from 45. 2) Something has to be done with the exits from MoPac So to Wm Cannon & the Wm Cannon cross street. There are 2 entrance ramps onto MoPac cutting into the exit lanes for Wm Cannon. I have been cut off trying to enter or backlogged trying to exit because all the lanes on service road are stopped by the light at Wm Cannon. 3) A quick solution to the southbound MoPac from Wm Cannon south & to a degree northbound MoPac from Davis to Wm Cannon is to remark the northbound outside lane from Davis as a delegated exit ramp for over a mile to a treaffice lane with exit at Wm Cannon. On the southbound side there is early 2 miles of concrete lane marked off as brakedown lane. There is only a short piece of grass between the bridge over Convict Hill & the Davis exit. Put a third lane until Davis while you reconfigure the bridges over Davis for your Express lanes. The southbound MoPac traffic starts backing up at 3 pm to 7 pm. Those extra lanes would help.	RP-2, D-2
389	12/20/2024	Chris Ashton	This site hides whether the projected improved traffic times listed are benefiting the general traffic, the average of general + toll traffic, or are only improving travel times for toll traffic. It rejects increased public transit due to lack of existing infrastructure, but for the cost of this, substantial improvement in public	TRA-1, TRA-3, TRA-2, Alt-1

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			transit infrastructure could be made. There seems to be no mention of improving the core surface roads that this connects to, nor fixing chronic issues like backups near Zilker during festivals (see - trail of lights). Overall it seems to be an excuse to just build more roads & elevated interchanges. There has to be a better way - park and ride, etc.	
390	12/20/2024	Rob D	Thanks for adding a space for comments that won't be read by anyone. We understand the decision has already been made to close many lanes of traffic so your company can close off a a couple lanes to suck millions of dollars out of the pockets of hard working Austinites in the form of "Express Lanes". The Delphi technique oozes from your faux public comment documents.	PI-5
390.01	12/20/2024	Rob D	We can already see that the express you added to North Mopac have had zero effect on the traffic congestion but we all know, improving traffic congestion is not the reason for adding "Express Lanes". Burn in Hell Multinational Toll Road Corporation.	PP-1
391	12/20/2024	James Kitchen	The plans are excellent -- very well thought out. The concept of express lanes with variable tolls is a solid solution to keep the lanes moving. However, I am STRONGLY opposed to letting the toll operator keep the "surge" price above the standard toll rates. Having an increasing toll rate is an excellent economic tool, but those funds should stay local. Let the toll operator collect the base toll rate to pay for the road. Send the "surge" toll to either CapMetro (to improve transit) or AustinISD (because it wouldn't be subject to the horribly broken recapture system).	EL-2, TF-1
392	12/21/2024	Leah Salinas	I travel 17 miles to work daily at 9 in the morning from SH45 and 1826. It takes me between 40 and 45 minutes to do so. Seeing 95% of the vehicles carrying one driver is so disappointing (including myself). Why can't we put in light rail (elevated over the existing rail (in town) and elevated over the center space between the N and S bound lanes. It would improve everything about north bound traffic and make Austin a more liveable city. Using trolley trains in town by making streets one lane with the trolley in the center separating traffic and allowing for parking on each side would alleviate the traffic nightmare in town during the day and at night. Our climate allows for us to be able to walk short distances to and from a "train station". Melbourne Australia does this quite well and is a larger city than Austin.	TRA-3
392.01	12/21/2024	Leah Salinas	Additionally, limiting vehicles that choose to drive 40 in the fast lane during rush hour traffic by fining them would also be helpful. Many drivers (distracted) are driving way below the speed limit and create back ups and elevate frustration for other drivers.	D-1
393	12/21/2024	Aaron Ramirez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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394	12/21/2024	Austin Marks	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
395	12/21/2024	Chaeli messer	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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396	12/21/2024	Chris Miller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, there is simply no space for additional traffic to ingress to downtown. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
397	12/21/2024	Christa Withrow	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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398	12/21/2024	courtney mendoza	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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399	12/21/2024	Dayna Schmidt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. PLEASE CONSIDER ONE OF THE MOST BEAUTIFUL TREASURES OF AUSTIN The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
400	12/21/2024	Gretchen von Rochow	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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401	12/21/2024	Hunter Schloss	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
402	12/21/2024	Lata Karna	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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403	12/21/2024	Maraba DiRaddo	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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404	12/21/2024	Marcia Kinder	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
405	12/21/2024	Mark McKim	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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406	12/21/2024	Mika Chiba	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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407	12/21/2024	Miranda Casanova	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
408	12/21/2024	Nancy Hawkins	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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409	12/21/2024	Rebekah Eufracio	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
410	12/21/2024	Reve Shapard	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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411	12/21/2024	Theresa Oliver	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
412	12/21/2024	Julia Bond	I drive south almost daily as part of my commute home, and I know the traffic is terrible. But protecting our springs and riparian zones is more important to me than a slightly faster commute. The springs and river make our city truly one of a kind. I can't imagine life without them. I want future generations to enjoy them as I have. We have to protect them with everything we've got. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
413	12/21/2024	Kelley Shannon	I live in a neighborhood near Zilker Park and Barton Springs. I also use Mopac, but I do not wish to see a massive expansion such as that proposed in the Mopac South expansion. As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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414	12/21/2024	John Santos	I imagine CTRMA will mess this up like they messed up the current mopac toll lane. The majority of the traffic in this town is due to a lack of planning and foresight and it's amazing how txdot and the CTRMA can literally manufacture traffic and then wonder why there's congestion. Prior to the current mopac toll lane, southbound traffic wouldn't start until before 5pm or so. After the lane was built, you failed to expand the bridge over the lake which caused traffic to merge due to reduced capacity, which results in traffic starting prior to 4pm. Then, years later, this project is somehow reborn like a phoenix rising from Arizona and it will continue to demonstrate ineptitude at the highest levels. For example, it doesn't take a super genius to realize the 290 SB flyover merges with exiting traffic to wm cannon which creates a bottleneck. Then add the fact that the lanes magically are reduced to 2 lanes there too (even though there is ample room for at least 3 lanes), which creates the aforementioned manufactured traffic. While this apparently will be addressed (years after they were created and still years away from a solution) it is a shining example of a lack of initiative to solve easy problems. As well, there will continue to be a lack of a direct connection to downtown which results in backups when traveling southbound.	PP-1, RP-1, D-1
415	12/22/2024	Eric Radjef	I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1
415.01	12/22/2024	Eric Radjef	The project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TES-1, WQ-1, CR-2, C-5, ENV-1, Alt-1
416	12/22/2024	Arturo Salinas	To whom it may concern, You need to have ramps by 290 at Mopac, also would not recommend ramps by Barton skyway that are elevated.	D-1
417	12/22/2024	Caroline Dunn	As a lifelong Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
418	12/22/2024	Lilly Justman	As a native Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. In 100 years, it will not be the new roads that matter, but the species and natural environment that we protected. Your kids and grandkids will be so grateful for your efforts in protecting the irreplacable - species.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

Number	Date	Name	Comment	Response Code
			Thank you for considering these comments.	
419	12/22/2024	Jeneen Schloz	As an 50-year Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
420	12/22/2024	Asai M	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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421	12/22/2024	Daniel Vega	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
422	12/22/2024	Eric Radjef	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
423	12/22/2024	Gaige Cooper	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
424	12/22/2024	Jordan Brown	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
425	12/22/2024	Patricia Adams	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
426	12/22/2024	Sam Penner	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
427	12/22/2024	Sharon Gillespie	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. Barton Springs and its watershed are a jewel of Central Texas at a time when environmental wonders have been greatly diminished and are under increasing threat. Once it's gone, it will be	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			gone forever, and I implore you to provide the full EIS--providing full transparency--requested by the Travis County Commissioners Court and so many of the area's concerned citizens. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
428	12/22/2024	Susan Lippman	I am an Austin-born resident and an apppreciative and regular visitor to Barton Springs and the surrounding parks. I am sending this comment to oppose the proposed MoPac South expansion. I strongly urge CTRMA, the Central Texas Regional Mobility Authority, to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. And, I ask CTRMA to prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increase long-distance traffic, worsen congestion, and diminish the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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429	12/22/2024	Clay Moinvaziri	I think that this project needs to extend all the way down to the toll road. Currently at the Mopac 71/290 interchange there is a backup in traffic which is caused by the lanes merging from 3 lane to 2 lanes at a very busy section. I think if you are just moving that down to slaughter lane the same impact is going to happen and what really needs to occur is for the mopac to extend to 3 lanes all the way down to the 45 toll road. I also think it would just be beneficial to make the 45 toll road connect with the mopac toll road.	RP-2, D-1
430	12/22/2024	Nicolas Scott	Please get this much needed project built asap. The recommended plan looks great, and will greatly improve this section of Loop 1.	Comment noted.
431	12/23/2024	Jeff Schmitz	We have a wonderful of bike paths in South and Southwest Austin but due to the lack of connectivity tens of thousands of people that may consider commuting by bicycle choose not to. Improved bike connectivity would greatly enhance the accessibility and safety of cycling for residents in our area. I am referring to the area in this Google Maps link. If you draw a circle with a 3 or 4 mile radius around this spot there are thousands of apartments and single family homes that would consider commuting via bicycle but to reach the Violet Crown Trail or the bike paths along Mopac or the BC Greenbelt we are forced to navigate S/W Parkway (yikes!) and multiple big box parking lots and sidewalks. If we are going to spend all this money on roads and rapid transport (I support both) why not spend a fraction to connect tens of thousands of Austin residents to our existing network of bike paths. Thank you for your time and consideration.	BP-1
432	12/23/2024	Megan Meisenbach	Help us stop the destructive Mopac South expansion! This project would add up to 7 lanes, pollute the Edwards Aquifer, harm endangered species, and disrupt Zilker Park—all for just 5 minutes saved in commute time. [Construction Emoji] What's at Stake? The proposed expansion adds up to 7 lanes of pavement to MoPac, stretching from Cesar Chavez to Slaughter Lane. This destructive project would: - Pollute the Edwards Aquifer: More pavement means more polluted runoff into Barton Springs and our drinking water. - Harm Endangered Species: Barton Springs and Austin Blind Salamanders are at risk from sedimentation and pollution. - Damage Zilker Park & Lady Bird Lake: New bridges would increase noise, clear trees, and disrupt wildlife and parkland. - Increase Traffic, Not Solve It: The "induced demand" effect means more lanes = more cars, making congestion worse. - Endanger Neighborhoods & Schools: Austin High School and nearby neighborhoods will see worsened air quality and noise. All this destruction for only 5 minutes of saved commute time during rush hour!	ENV-1, CR-2, WQ-1, ICI-1, SCI-1
433	12/23/2024	Carlos Juarez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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434	12/23/2024	Karen Aroian	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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435	12/23/2024	Megan Meisenbach	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
436	12/23/2024	Megan Meisenbach	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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437	12/23/2024	Roxanne Robison	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
438	12/23/2024	Doug Kirsch	As an Austin resident for over 30 years and as a daily visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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439	12/23/2024	ALISON NORMAN	I travel Mopac South in rush hour five days a week and, as an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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			Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
440	12/23/2024	Jim Kaighin	As a lifelong Austin resident and as somebody who's travelled to many big cities, I can assure you that adding more lanes will not solve our traffic problems. This expansion will undoubtedly have a negative impact on our environment, quality of life, and character of our community. Analyzing the environmental impact in isolation is clearly a disingenuous way to push this project forward that's not in the best interest of our environment. I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	PN-1, SCI-1, ENV-1, Alt-6
441	12/23/2024	Gail Rothe	I am submitting these comments to express my strong opposition to the proposed plan, process, and trajectory of the MoPac South expansion. I attended the November 12, 2024 open house and it appeared to me that planners: -- had given little serious thought to "low-build" alternatives that would focus on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit; -- could not justify the enormous costs given the small time savings the current plan would provide for commuters; -- had little regard for protecting the Texas treasure which is Barton springs and its ecosystem; -- are not intending to carry out a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	Alt-6, TRA-4, PN-1, WQ-1, Eco-1, ENV-1
442	12/23/2024	Erica	The project will increase traffic and induce demand, and should therefore not be built. I support the No Build or "Do Nothing' Alternative	Alt-7
443	12/23/2024	Antonino Cummings	Reconsider doing nothing. Highways are horrible for people, the environment, and the economy. Demand for lanes keep rising because you keep building more. This will do nothing for the county, city, and state.	Alt-7
444	12/23/2024	Lindsay Castañeda	Please complete the Oak Hill Parkway project before starting any new projects! The Oak Hill Parkway project has caused so much upheaval to Southwest Austin that the last thing surrounding neighbors need is more construction. Traffic is horrible due to the construction and commuters , understandably so, are using all forms of creative back roads and routes to avoid construction. This is causing back up everywhere !	C-3
445	12/24/2024	Laura Sheridan	I live in Southwest Austin and I bike. I sometimes bike to work off Oltorf and I bike to locations in Southwest and Central Austin for fun. My neighborhood is landlocked. Travis Country. There is a path through the woods to mopac, but a trail would be so much better. I believe if you build it, people will use it. Please don't bypass our neighborhood. Close the gap and connect us to the rest of Austin!	OOS-1, BP-1
446	12/24/2024	Nicole DuBois	I am from Austin and so many of my childhood memories include Barton Springs. Now as a mom, I look forward to passing on my love for Barton Springs to my son. Don't let this treasure get negatively impacted by expansion.	WQ-1, C-5
447	12/24/2024	Chris Ford	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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448	12/24/2024	Dale Bulla	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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449	12/24/2024	Grace Sebestyen	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
450	12/24/2024	Lily Hughes	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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451	12/24/2024	Nick Pereira	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Please build a train system!! It would be so much better Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
452	12/24/2024	Rebecca Silverblatt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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453	12/24/2024	Ronda Thiele	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
454	12/24/2024	Vanessa McNamara	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
455	12/24/2024	sara neal eskew	As someone who lives very close to the mopac bridge over Lady Bird Lake, i just want to point out that there is already a monumental bottleneck at that point. All i can see coming from this project is a major increase in the bottleneck, which would completely negate any benefit in travel time from slaughter to the river.	TO-3
456	12/24/2024	Charles	I find it interesting how adding "general-purpose" lanes doesn't provide congestion relief, but adding a tolled "express lane" will. Forcing people to drive in a toll lane will surely be a better solution to long-term congestion. It's almost as if the Central Texas Regional Mobility Authority only wants to build more toll roads so they can make more money - regardless of it is the best for the citizens and taxpayers of this State. As my parents use to say, if it looks like rat and if it smells like a rat, then it's a fucking rat. Adding a tolled express lane is not meaningfully going to address congestion in any way, shape, or form. And that's forgetting the years of congestion that everyday drivers of everyday Texans will have to endure everyday for a privilege that only the rich will get to use. The Central Texas Regional Mobility Authority should immediately drop this harebrained half-cooked idea and go back to the drawing board to develop a solution that will actually benefit the citizens of Texas.	Alt-5, Alt-2
457	12/24/2024	Bill hodges	Do not build tolled lanes. Roads should be free and open to taxpayers. Fix the artificially created neck down to two lanes and call it a day. You are not wanted here.	TF-2
458	12/25/2024	Barbara Rodriguez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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459	12/25/2024	Elizabeth Long	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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460	12/25/2024	Heather Long	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
461	12/25/2024	Karen Miller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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462	12/25/2024	Shannon Long	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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463	12/25/2024	Sofia	The outmost important issue is water risk and resilience to climate change. Barton springs along the underground water in the area where it is proposed to cement and disrupt the environment should take extremely seriously the noise and air pollution of expanding MoPac.	WQ-1, AQ-2, AQ-1
463.01	12/25/2024	Sofia	Austin needs more than any highways expansion a real public transport system, that is reliable, accesible and useful. That is the solution and root cause of long travel time and congestion	TRA-3
463.02	12/25/2024	Sofia	Also, community and culturally, Barton springs has been for decades the highlight of Austin. Protecting its beauty and natural surroundings is key to maintaining life quality of the city. Please think long term and avoid the irresponsible tunnel vision of believing that extra lanes on a highway will fix traffic issues. Be holistic and realistic, taking a stance for public transport and protecting the natural beauty of the city	CR-2. TRA-1, Alt-5
464	12/25/2024	Guillermo Leal	It's interesting that the best way to ensure more people, not cars, use the new lanes, a HOV lane, was discarded as an option despite having a higher potential to motivate less cars with more people. An alternative not explored is use the new toll lane as also a toll/HOV lane and reduce the entry/exit points to ensure a smoother flow for longer sections, perhaps even only entry/exit south of slaughter.	Alt-3
465	12/26/2024	Paul Schantz	Please conduct a full environmental impact statement for public consumption before moving forward with the Mopac expansion. The good, the bad and the ugly should be transparent to the public--who ultimately pays for such a project in more ways than one. Thank you for considering my comment.	ENV-1
466	12/26/2024	Chandler McCollough	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
467	12/26/2024	Chloe Rech	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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468	12/26/2024	John Holt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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469	12/26/2024	Judd Johns	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
470	12/26/2024	Layla Leah	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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471	12/26/2024	Maurine Sullivan	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
472	12/26/2024	Megan Bennett	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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			The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	TO-2, OOS-4, WQ-1, C-5, TES-1
473	12/26/2024	Mary Olivar	Seriously! You can do better! As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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474	12/26/2024	Jade Fusco	OUR WATERS DESPERATELY OOR PROTECTION AND ADVOCACY! please think of our children As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5
475	12/26/2024	Eanes ISD via Dr. Jeff Arnett	I write on behalf of the Eanes Independent School District (ISD) administration – one of the largest employers in the communities of West Lake Hills and Rollingwood west of the MoPac Expressway. Many of our 1,200 school district employees rely on accessing MoPac from Bee Cave Road or Loop 360. While we applaud a commitment to confronting the challenges of growth in the Austin Metro Area, the current design will significantly impact the lives of residents, employees and business owners using either artery. Our school district asks you to consider the following concerns: 1. Commuters using either Bee Cave Road or Loop 360 will lose access to northbound MoPac express lanes and, if the entrance near 15th street is	D-7, TN-1, C-1, C-3

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			eliminated, would be exposed to dangerous gridlock on the Cesar Chavez loop. 2. Current access to Bee Cave Road from southbound MoPac express lanes will be eliminated. 3. The exit to Cesar Chavez from the express lane and the entrance to regular northbound MoPac from Bee Cave Road will overlap, thus forcing drivers to crisscross in a bottleneck. 4. Exiting to Bee Cave Road from regular southbound MoPac lanes will require drivers to crisscross with drivers entering the express lane, thus creating a bottleneck. 5. Additionally expensive, imposing infrastructure changes in the 360 to Cesar Chavez corridor will provide no benefit to the communities directly impacted. The Eanes ISD administration requests that portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on commuters from the west or east must be taken into consideration. Specifically, we request that: 1. Drivers entering MoPac from Loop 360 should have access to the northbound express lane. TXDOT is spending over $200 million dollars in the next 15 years to improve traffic flow along the 360 corridor. It would be counterproductive to execute on the proposed design at the 360/Mopac intersection, when this is the opportunity to improve all access points for the long term. 2. Bee Cave Road access from regular MoPac lanes must not require merging with express lane users. 3. Southbound commuters in the express lanes should still be able exit to Bee Cave Road rather than having to exit the express lanes south of Bee Cave Road, then travel down the frontage road and then use 360. 4. The current northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Road They do not need an additional exit near 15th Street. These modifications would greatly alleviate risks and inconveniences to Eanes ISD staff and constituents, would improve rather than impede traffic flow from 360 to MoPac North, and would preserve the safety of drivers using Bee Cave Road, all of whom will bear the brunt of construction delays, imposing infrastructure changes and road noise.	
476	12/26/2024	Danielle Morin	I'd like to see a more robust SUP system proposed with these improvements; the current proposed system switches between a true SUP and a trail, please provide a true SUP along the entire length of the project. Please also go above and beyond and link this SUP system with the SUP along 45 to the south.	BP-1, BP-2
477	12/26/2024	Eric Wenske	I see NO NEED to build any new highway infrastructure as study after study shows that leads to bigger demand over time and more and more people moving further out from the city center. That being said, I would love for the shared use paths on the plan to be built. Austin is doing a great job with building more bicycle infrastructure, but we need more connections between existing safe paths. Thank you.	ICI-1, BP-1
478	12/27/2024	amanda phillips	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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479	12/27/2024	Dan Hochman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
480	12/27/2024	Emma McNamara	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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481	12/27/2024	Gordon Huth	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
482	12/27/2024	Jamie wellwarth	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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483	12/27/2024	Joshua Barber	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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484	12/27/2024	kelli weiblen	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
485	12/27/2024	Kelly Marshall	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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486	12/27/2024	Kris Tatsch	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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487	12/27/2024	Mac Frizzell	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
488	12/27/2024	Melanie Martinez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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489	12/27/2024	Nancy Binford	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
490	12/27/2024	Rindi Harris	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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491	12/27/2024	Shelley Silverblatt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Thank you for considering these comments.	
492	12/27/2024	T Baldridge	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
493	12/27/2024	Tim Ewald	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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494	12/27/2024	Tina Barrett	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
495	12/27/2024	Pam Reed	I am Pam Reed, native Austinite, Austin High alumna and long-time resident of West Lake Hills. I certainly appreciate your addressing the issues of the explosive growth in the Ausitn Metro Area, but am concerned that the changes proposed will make the lives of everyone depending on access to MoPac, Bee Cave Rd and Loop 360 significantly worse. My concerns are: 1. Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated,	D-7

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			leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 2. The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated. 3. The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 4. Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 5. Additional expensive, imposing infrastructure in the 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts. Consequently, the I request that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, I request that: 1. Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future. 2. Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users. 3. Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360. 4.The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street. These changes would reduce risks to Austin High, improve rather than impede traffic flow from 360 to MoPac N, preserve the safety of drivers using Bee Cave Road, and create much better traffic flow for the entire community.	
496	12/27/2024	Nancy Binford	This is a bad idea that benefits the transportation industry and the construction industry at the expense of our citizens. We do not need highway expansion! The 8 mile corridor includes the river , Barton Springs and Deep Eddy pools, and follows the limestone karst corridor that make inner Austin attractive. Construction in this area would be destructive to the very features that make our city distinctive. We stopped this idea once; we need to stop it again. No expansion of Mopac in town!	Alt-5, CR-2, C-5
497	12/28/2024	Julie Peckham	Please reconsider the building of more lanes on MoPac south. It only encourages people to drive more. Study after study shows this. The environmental damage will be huge in the Barton Creek and Springs areas.	ICI-1, WQ-1
497.01	12/28/2024	Julie Peckham	Put the money towards light rail that goes to the airport. Now that would be useful and cut traffic.	TRA-3
498	12/28/2024	Briana DiNicola	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I strongly urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. Placing climate, health, and equity at the forefront of city development initiatives is essential to ensure a thriving and regenerative future for everyone in our community. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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499	12/28/2024	Beki Halpin	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
500	12/28/2024	Christopher Gill	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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501	12/28/2024	David Levinson-Fort	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. Old Austin is being decimated, this simply CANNOT stand! The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
502	12/28/2024	Donna Hoffman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
503	12/28/2024	John Russell	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
504	12/28/2024	Jonathan Bryant	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
505	12/28/2024	Lydia Zaidman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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			evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
506	12/28/2024	Mona Mehdy	As a professional biologist and Austin citizen , I am submitting this comment in opposition to the proposed MoPac South expansion. I strongly urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. To try to push through a project of this magnitude, impacts and location on an inadequate and far less in-depth Environmental Assessment would be a transparent abdication of your responsibilities. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Increased localized particulates, sulfur and nitrogen oxide and ozone and resulting higher incidence of respiratory disease and other chronic risks like genetic damage next to highways is very well documented. Your current proposal creates conditions for more air pollution and landscape deposition of pollutants, noise in an area of schools, parks, waterways, andesidences. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residences. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, WQ-1, C-5

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			up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority.	
507	12/28/2024	John W Russell	I do not want ti add up to 7 lanes of pavement to MoPac, stretching from Cesar Chavez to Slaughter Lane. This destructive project would: Pollute the Edwards Aquifer: More pavement means more polluted runoff into Barton Springs and our drinking water. Harm Endangered Species: Barton Springs and Austin Blind Salamanders are at risk from sedimentation and pollution. Damage Zilker Park & Lady Bird Lake: New bridges would increase noise, clear trees, and disrupt wildlife and parkland. Increase Traffic, Not Solve It: The "induced demand" effect means more lanes = more cars, making congestion worse. Endanger Neighborhoods & Schools: Austin High School and nearby neighborhoods will see worsened air quality and noise.	WQ-1, TES-1, C-5, C-4, CR-2, ICI-1, TN-1, AQ-1, SF-1
508	12/28/2024	John Russell	Stop the giant Mopac South toll expansion. Don't add up to 7 lanes of pavement to MoPac, stretching from Cesar Chavez to Slaughter Lane. This destructive project would: • Pollute the Edwards Aquifer: More pavement means more polluted runoff into Barton Springs and our drinking water. • Harm Endangered Species: Barton Springs and Austin Blind Salamanders are at risk from sedimentation and pollution. • Damage Zilker Park & Lady Bird Lake: New bridges would increase noise, clear trees, and disrupt wildlife and parkland. • Increase Traffic, Not Solve It: The "induced demand" effect means more lanes = more cars, making congestion worse. • Endanger Neighborhoods & Schools: Austin High School and nearby neighborhoods will see worsened air quality and noise.	WQ-1, TES-1, TN-1, C-4, PN-1, ICI-1, SF-1, TO-1, AQ-1
509	12/28/2024	David Flores	This plan is pretty atrocious and fails to take into account real life. Biggest issue stems from creating 2 "managed lanes" south of the river and then converging them into 1 north of the river. Traffic regularly backs up in this lane specifically heading north during the evening rush hour. This plan does nothing to counter that and in fact exacerbates it to a degree not represented in the materials. If you really wanted to make an impact to traffic get rid of flyovers that end into an exit only lane. You simply get rid of those and you can reduce ~50% of congestion where those are located (SB 290 into William Cannon, NB 290 into 360 to name a few). The fact that this simplistic approach appears to have not been considered is par for the course for TXDOT trying to find the most expensive longest timeline for a project as possible.	D-1, D-2
510	12/28/2024	Mike Mixon	There are 2 major problems with the tolled expressways as they relate to Slaughter Ln. One is the fact that drivers from Slaughter Lane going north on MOPAC will not be able to use the northbound tollway as the entrance is before the northbound cars enter the highway. The second issue is the southern end of the proposed southbound tollway just before Slaughter Lane. This will create a huge traffic jam from the drivers exiting the tollway and having to cross 2 lanes of traffic in short order to take the onramp to Slaughter lane.	D-3, D-1
511	12/28/2024	Logan Ott	We want mass transit!	TRA-1
511.01	12/28/2024	Logan Ott	Highway lanes don't reduce travel times!	PP-1
512	12/28/2024	Andrew Bennett	Expresslanes are 100% UNACCEPTABLE unless they are also shared HOV lanes like the Houston interstate (former HOV only, and now shared HOV / Express lanes) The myopic perspective of the CAMPO board is entirely focused on improving travel times ONLY for rich residents who can afford to pay $15 twice a day without thinking about how much that impacts a household's monthly budget. Express lanes without HOV access are 100% NOT worth the extra taxation bonds required to expand MOPAC. But they do provide a constant revenue stream to the city & county. If CAMPO was serious about decreasing travel times for ALL residents in the Metro area it would be investing HEAVILY into multi-modal transportation. A 3-car light rail moves 1000 people into downtown and removes 900+ excess cars from streets. Expresslanes are unacceptable to me, but CAMPO never listens to tax-payers, so I guess I get to sit in unending traffic while I watch CAMPO board members use the express lanes to get into downtown in their $200,000 Mercedes SUVs.	RP-1, Alt-3
513	12/29/2024	Daphne Hayes	With Austin growing so fast, the traffic is getting much worse. However, traffic is a deterrent and push factor that discourages people from moving to Austin. If Austin grow significantly large to sizes like Dallas or Houston, it would lose its authenticity and risk putting environmental strain on the aquifers, other water supplies, and public services like waste management. Continuing to expand highways is a short term solution to a long term issue of Urban Sprawl -	WQ-1

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			the act of a city expanding so much that it joins into other cities which is very bad for habitat fragmentation, deforestation, etc. Although traffic is very frustrating, it is worth considering the effects of expanding the road in this regard.	
514	12/29/2024	Wayne Simoneau	As a Hays county resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The EIS must use the CAMPO 2050 traffic congestion model and acknowledge the CAMPO 2045 model does fully reflect the changes in post-pandemic commuting. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin and Hays county residents. The EIS must be a fully encompassing study that includes an overarching analysis of the all combined segments and incorporates the impacts of the SH 45 SW. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
515	12/29/2024	Barry Keesey	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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516	12/29/2024	Blake Tollett	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
517	12/29/2024	Christopher Kennedy	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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518	12/29/2024	Digna Cavazos Weems	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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519	12/29/2024	John Mullaney	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
520	12/29/2024	maddie brennan	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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521	12/29/2024	Malisa Hewitt	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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522	12/29/2024	Cheris Lifford	As an employee of Zilker Botanical Gardens, and an Austin resident, I am submitting this comment in opposition to the proposed MoPac South expansion. I can't believe this is even an option. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
523	12/29/2024	Eve Chenu	I don't believe that in the long run we will see a substantial improvement in traffic flow because that is never what happens with big highway projects. We are likely to see increased noise and pollution. What Austin needs is a complete public transit system. Obviously this is not what is being proposed. I am saddened by what this will do to central Austin.	TRA-1
524	12/30/2024	marya salman	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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525	12/30/2024	Raul Gonzalez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
526	12/30/2024	Gregg Wertz	TxDOT needs to stop just expanding highways and come up with a more holistic approach to transportation. Expanding highways does not solve the congestion problem, it just increases demand causing more congestion on more lanes. TxDOT, please work to give Texans more transportation options than just a car.	OOS-3

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527	12/30/2024	Jefferson and Phyllis Nelson	Since the Liberty Park Condominium complex is one of the few residential properties immediately adjacent to the proposed project, we ask that high quality sound barriers are included on the west side from Bee Cave Road to Holly Hill Drive	TN-1
528	12/30/2024	David Shugart	No Build please. All the 'improvements' done over last 40 years have just facilitated sprawl and over-development, and raised taxes to boot.	Alt-7
529	12/30/2024	Claire Hempel	General comments: The shared use path is a critical part of these improvements. Please plan for a mobility hub near The Wildflower Center for multimodal access/park and ride facility/bike hub. At the Lake/Zilker Park area, review and consider the improvements suggested as related to Zilker Park in the Zilker Park Vision Plan (found on City's website). I have concerns about the easements shown on the map near the Nature and Science Center/Botanical Gardens, as it is unclear to me what will happen in these easements.	OOS-1, TRA-3, PI-4, C-2, C-6, BP-1
530	12/30/2024	Jayant	The new plans do nothing about the reduction of soutbound lanes to 2 near William Cannon. That is right now the biggest bottleneck causing congestion on Mopac. There should be plans to increase the normal lanes to 3 all the way to SH45.	D-2
531	12/30/2024	Brad Bressler	While I'm generally opposed to toll roads and will likely never use the proposed express lanes, I do support the highway expansion. I'd be more supportive of the express lanes if they were toll single occupant vehicle/HOV lanes as is often the case in other cities. Watching the flyover video, I noted the following pro's and con's of the proposal PROS: -extension of the third southbound free lane from William Cannon to Slaughter -opening up the third northbound free lane from Davis to William Cannon to thru traffic, rather than being just an exit lane as it is currently CONS: -it appears that the free lanes are still reduced to two lanes in each direction at 290 - there should be three continuous thru lanes each way -this project doesn't address the narrowing of the southbound free lanes to two approaching the Lake Austin Blvd exit - this should also have a continuous third free lane	D-2
531.01	12/30/2024	Brad Bressler	I'm disappointed to see no direct connector ramps being proposed at the Loop 360 south interchange as this is desperately needed - it seems like this is a wasted opportunity to address this issue. In spite of the shortcomings I perceive, building the project is much better than doing nothing. While there will undoubtedly most of the typical players opposing this project, I'm of the opinion that they're a loud minority. Failing to build the necessary infrastructure to accommodate a growing city of this size is what has led to the areas traffic woes.	D-7
532	12/30/2024	Alec Winetrobe	In the alternatives consideration, a Transit-only Lane was discounted for the reasons of (1) does not benefit all users, (2) does not provide as much time savings as general purpose lanes, and (3) missing last mile connectivity. Why was there not an alternative included that took a holistic approach to exactly add that last mile connectivity? That would address all 3 shortcomings and benefit our environment and economy with a reduced reliance on low occupancy vehicles. In fact, case study after case study in city after city show adding general lanes has absolutely no net benefit long term - unlike redesigning our infrastructure to provide incentives for mass transit. Mass transit is cheaper for the city and far better for its citizens in the long run. As-is, this trade study is shortsighted and obviously targeted towards the pre-decided-upon options. Of course mass transit will not win when considered 8 miles at a time. Similarly, any proposal for last mile efforts will be shot down because there is no mass transit corridor to connect the southwest back to downtown. The incentives have to start somewhere if a holistic, large scale project isn't currently attainable. You have the chance to start that change now.	Alt-4
533	12/31/2024	Jessica Cathey	I have spent the last few years working as federal grant compliance for Environmental & Historic Preservation in FEMA. More importantly, I have spent years commuting from south Austin to North Austin. I noticed first hand the sickly, queasy feeling I would get if I were anywhere near the double deck and it reminded me of Costa Rica where all cars run on Diesel. Once I began diverting my drive to either Mopac or through the neighborhood east of 35, I found my symptoms dissipate and my energy levels FOLLOWING MY COMMUTE were so much higher. Diesel fumes cause extreme exhaustion...no shit. Its easy to understand. Truly though, do you not feel the difference in a Mopac commute vs I-35? I could sit on Mopac for an hour and be happy. If I get stuck on 35, I don't want to do much of anything once I get home. Granted, my air filter is in need of replacing, but that should tell you what happens when youre just a human animal out in polution. It's not good. Please stop and consider the mental health adverse effects on residents. We have fewer and fewer zones of clean and green. The noise pollution is already a factor, especially in winter as foliage no longer dampens the sound. Where I live, I hear cars that like to use Mopac as a speedway around 2a.m. when it is empty. You may think these things are small, but when a population feels constant noise, more smog, less oxygen, etc, this will affect their happiness and their productivity. The modern age is creeping up on us and our bodies are not capable of resisting a full assault. We must do everything we can to hault the wave of mental illness that is taking over Austin. This MATTERS. Even now, TODAY, the springs smelled of sewage by the well that is gated off and has a 10k fine. Many others noticed and said they wouldn't dare swim in it	AQ-1, ICI-1, TN-1, WQ-1, C-5, ENV-1, Alt-1

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			right now. Is that our future? A revolving door of festival garbage, toxic algae blooms, oil and sewage? If you don't conduct a full EIS, you will be in violation of NEPA, but more importantly, your actions with have incalculable costs. To the consumerism cretins who are backing this, I say the buck stops here. I mean it. CTRMA will conduct a full EIS and seek out alternatives. Research the minimally invasive proposal of gondolas that would fuel our economy and not put fuel in our ecosystem.	
534	12/31/2024	Tanya M	For the love of god DO NUT BUILD A TOLL LANE!! The backup is caused by 3 lanes merging into 2 right in between two entry ramps (before and after William Cannon). All you need to do is redraw the lines for keep 3 lanes until right before the Davis Lane exit ramp.	D-2, D-4
535	12/31/2024	John Harkins	Prefer the "No Build" alternative.	Alt-7
536	1/1/2025	Elizabeth Davis	As a Travis County resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
537	1/1/2025	Allie Jenkins	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1,

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538	1/1/2025	Amanda Vaughn	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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539	1/1/2025	Andrew Lara	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
540	1/1/2025	Ayla Erdener	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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541	1/1/2025	Brian Edwards	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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542	1/1/2025	Caroline May	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
543	1/1/2025	Casey Miller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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544	1/1/2025	Collin Leirvik	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
545	1/1/2025	Eric Moran	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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546	1/1/2025	Jeremy Cruts	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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547	1/1/2025	Kent Miller	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
548	1/1/2025	Kirsten Bloomer	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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549	1/1/2025	Laura Moore	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
550	1/1/2025	Lillian Platis	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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551	1/1/2025	Megan Mc Gurren	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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552	1/1/2025	Nelson Guda	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
553	1/1/2025	Rachel Escobedo	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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554	1/2/2025	Clark Mente	I'd like to see pedestrian and (especially) bicycle access for the 3,000-ish residents of the Travis Country subdivision. Many of us would bike to Zilker Park and Downtown if safe access was available.	OOS-1, BP-1
555	1/2/2025	Ben Livingston	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
556	1/2/2025	Ben Livingston	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1,

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557	1/3/2025	Logan Williams	I live off of South Mopac and have commuted this route up through North Mopac for over a decade. I have seen the Austin traffic changes and have the following real world input. 1. Traffic does not become bottlenecked on South Mopac until S Mopac crosses William Cannon Dr. This happens because the S Mopac lanes suddenly go from 3 lanes to 2 lanes at Wiliam Cannon. The irony is that as is, S. Mopac Freeway is already wide enough to support 3 lanes plus a shoulder and the only reason why it moves down to 2 lanes is due to the previous painting of only 2 lanes decades ago. A simple repaint of the lanes can get 3 lanes of S. Mopac all the way to Davis Lane which solves most all of the bottleneck right there with minimal cost!	D-2
557.01	1/3/2025	Logan Williams	2. Further, with minimal effort, a new lane can be added for the couple of short sections that do not currently have concrete from Davis Ln to Slaughter Ln, and Austin can have 3 lanes all the way to Slaughter Lane. In my opinion, we do not need a shoulder and if needed for some sections of S Mopac we can easily turn the shoulder into a 3rd and 4th S. Mopac lane. The concrete is already there. There is zero reason to convert this already fully functional roadway into a permanent tollroad. Please listen to the residents and abandon this very bad idea!	D-4
557.02	1/3/2025	Logan Williams	3. I do not want massive, ugly, tollroad walls capping South Mopac Parkway. I wish to preserve the view of the trees and openness of S. Mopac and any current road noise has never been an issue, but massive concrete walls will be a big issue! We do not want it.	AE-1, TN-1
557.03	1/3/2025	Logan Williams	Thank you for your serious consideration of my points and please instead keep Mopac an open parkway and simply repaint the lanes (as well as shoulders) to USE ALL OF THE EXISTING CONCRETE LANES FIRST before considering a hundreds of million dollar project that is 100% unneeded and not wanted.	D-4
558	1/3/2025	Lauro Reveles	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin’s natural resources and quality of life must be the top priority. Thank you for considering these comments.	
559	1/3/2025	Natalie Hernandez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin’s natural resources and community well-being. I also request that CTRMA prioritize a “low-build” alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School’s drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
560	1/3/2025	Tamara Corn	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
561	1/3/2025	Chris Ford	I live near South Mopac and use it daily. I do not approve of the plan as presented. Please leave the roadway as it is.	Alt-7
562	1/4/2025	Malakai Jimenez	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1

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			would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	
563	1/5/2025	Chloe Crumley	As an Austin resident and frequent visitor to Barton Springs and the surrounding parks, I am submitting this comment in opposition to the proposed MoPac South expansion. I urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. The proposed addition of four toll lanes threatens iconic public spaces like Lady Bird Lake, Barton Springs, Zilker Park, and the Barton Creek Greenbelt, as well as nearby neighborhoods. These impacts must be thoroughly assessed in a full EIS to ensure the protection of Austin's natural resources and community well-being. I also request that CTRMA prioritize a "low-build" alternative, which focuses on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Additionally, the cumulative impacts of this project, combined with the planned SH 45 SW extension to I-35, must be acknowledged. Together, these projects would transform MoPac into a secondary I-35 corridor, increasing long-distance traffic, worsening congestion, and diminishing the quality of life for Austin residents. The project must also include a study of traffic impacts on adjacent streets, such as Cesar Chavez, and the effects on Austin High School's drop-off and pick-up operations. Increased congestion in these areas will disrupt school activities and create safety concerns for students and families. A full EIS should evaluate these impacts before advancing any preferred alternative. Finally, the project poses a direct threat to Barton Springs and its ecosystem. Sedimentation during construction could harm the endangered Barton Springs Salamander by clogging their gills and destroying their habitat. Elevated toll lanes southwest of Zilker Park would further disrupt the area, requiring piers to be drilled into sensitive karst formations and creating a bottleneck near downtown. In conclusion, I strongly urge CTRMA to conduct a full EIS and prioritize sustainable, community-centered alternatives like the low-build option. Protecting Austin's natural resources and quality of life must be the top priority. Thank you for considering these comments.	ENV-1, SCI-2, Alt-6, Alt-4, TRA-3, ICI-1, RP-2, TO-1, C-1, TO-2, OOS-4, WQ-1, C-5, TES-1
564	1/5/2025	Patricia Elias	The Mopac expansion is planned to be built over an environmentally sensitive area. I believe a full environmental impact statement (EIS), should be completed to show whether there will be any significant environmental risks. No shortcuts should be taken. For a city that is working toward getting	ENV-1

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			everyone out of their cars and onto public transport, we sure are spending a lot on expanding highways. Research shows that expanding highways does not alleviate traffic. Do the environmental impact statement!	
565	1/5/2025	Mary Jane Nalley	This project for the South MoPac expansion will have significant environmental impact. Because of that the Central Texas Regional Mobility Authority (CTRMA) is legally bound under the National Environmental Policy Act (NEPA) to conduct a full Environmental Impact Statement. Besides following the law our residents deserve no less. It should not be rushed or incomplete. During that process options for more environmentally responsible alternatives would be introduced for consideration. Our aquifer and green spaces that these roads will pass through should be fully protected along with their endangered species, which currently includes residents due to affected water and air quality resulting from the project.	ENV-1
565.01	1/5/2025	Mary Jane Nalley	A Western Loop for MoPac that is being considered as a bypass for I35 when 45 was created for that very purpose does not make total sense as 45 it is not anywhere near as congested as MoPac. Provide a plan for how to use 45 more effectively in lieu of creating a MoPac Western Loop and eliminate Segment 1 for the MoPac expansion. Routing more I35 traffic to MoPac only makes the existing congestion worse, which does not seem to make good sense.	RP-2
566	1/6/2025	Ann Woodall	Thank you for extending the window for public feedback concerning the MoPac south extension project. I live near MoPac south and I understand how bad traffic currently is and how it is predicted to get worse in the future. I do not at all support expanding/widening/creating express lanes or flyovers for MoPac south from the river to Slaughter. My main concern is environmental impact, potentially (i.e. probably) to the aquifer and most certainly to the surrounding natural habitat. That is closely followed by concern that, for the amount of money spent on this project, will we really be solving the problem? Also, after all these years of living with the "improvements" made in the north MoPac expansion, I'm still not convinced they were improvements. If we really want to address the very serious problem of traffic in Austin then just look to Houston to see that more lanes does not equal less traffic. If you build it, they will come. In all my years here (53yrs, to be exact) the only time I've ever seen people change their entrenched driving habits (my own included) is when gas topped $4 a gallon. Suddenly people started looking for alternate modes of transportation. The answer is not making it more comfortable for drivers… the answer is making it more uncomfortable for drivers. That's when drivers start looking seriously at alternate transportation, such as park and ride and other forms of public transportation. I would so much rather all that money go to more buses with shorter routes that overlap, like the UT shuttles did, so that no one is waiting more than 15 minutes before a bus comes by. When buses have short routes that overlap with each other, not only are you not waiting long for a bus but it makes getting across town by bus so much faster and easier. Also more park and ride areas for commuters, combined with overlapping bus routes, could really make a difference. We've already put so much money into our public transportation, why not use this expansion money to really do it right, make it fully integrated. The question of the inevitable environmental impact that will follow this project literally makes me sick to my stomach. Just watching the destruction of the pristine habitat around William Cannon in Oak Hill, with all the added impervious concrete cover, is not only gross but also completely inappropriate considering what we are facing with climate change. It is hard not to feel cynical that some highway construction firm just has a great lobbyist. And after what in my opinion were some really bone-headed choices made with the MoPac north expansion, I seriously do not trust that a south expansion will be any different. Some examples include: Removing the dedicated lane that drivers who, coming from downtown and taking 15th st west then heading south on the MoPac frontage road used to get onto Mopac south, and replacing it an idiotic merging point right at the river where nobody has a right-of-way and everybody is going 60mph… seriously?? Or when there is heavy traffic and then that traffic coming from downtown is just stuck. The "improvement" actually halted what was a good flow of traffic. Another dangerous merge point… where 6th St and Cesar Chavez merge together to join MoPac. I actively avoid it. It's too stressful. Another good one is the northbound lane on MoPac near Windsor that merges suddenly with traffic that cannot be seen coming, due to the solid wall between them. I could go on. More lanes and more destruction is not the answer to less traffic. Again, just look at Houston.	WQ-1, PP-1, ICI-1, TRA-3, TRA-2
567	1/6/2025	Anonymous	Please do NOT add more lanes to this road. We don't want another Katy Freeway situation where we just try adding lanes to fix the problem. It doesn't work.	Comment noted.
568	1/7/2025	Heather Chesney	I have many concerns about this project as an Austin High parent — appropriate traffic studies have not been done to determine the impact on traffic patterns around Austin High. The school community includes more than 1000 learning and new drivers.	TO-1, SF-1
568.01	1/7/2025	Heather Chesney	I also insist on a full Environmental Impact Statement rather than just the EA that has currently been discussed. There are too many concerns and not a significant enough benefit to justify this project moving forward in its current form.	ENV-1
569	1/8/2025	Richard Vorwerk	I am opposed to tolling on expressways. It is simply another form of taxation over which individuals have no control.	TF-1
570	1/8/2025	Moise and Joan Levy	we live in Rollingwood and want/need clear and specific mention of how access to/from Bee Cave Road will be impacted by each of these options.	D-7

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571	1/8/2025	Ryan Wooley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
572	1/8/2025	Helen Huckaba	I beg of you to complete a sound wall over Slaughter Creek Park connecting the existing wall that runs to La Crosse Ave. The On the Park neighborhood in Circle C is directly effected by the lack of sound wall on the west side of Mopac with disturbing levels of traffic noise. The original South Mopac improvement had this sound wall in the proposal and was voted down by Austin Parks & Rec. The widening of the highway starting at Slaughter Lane will increase traffic south connecting to Toll 45, there by increasing traffic noise levels. We are drowning in noise already!	TN-1, RP-2
573	1/8/2025	Chris Ford	I do not approve of the project as promulgated by your website. Please do not do it. In any case, I believe a full Environmental Impact Statement (EIS) should be conducted.	ENV-1
574	1/9/2025	Bobbi Graves	I submit this comment in opposition to the proposed expansion of MoPac South and I request a full Environmental Impact Statement (EIS) to ensure public input and protect our environment. I work at Austin High School and this expansion will not serve our community. It will result in more traffic, worse air quality, and more congestion in an already difficult to navigate area. In general this is an environmentally sensitive area. Runoff will increase and our drinking water will be affected. There are endangered species that will be at risk. There will be more pollution in general including air, runoff and noise. Our parkland will be be disrupted. Mopac will become an 1H35 bypass and that is not appropriate for this environmentally sensitive area. Please protect our environment. The consequences outweigh the benefit of saving a few minutes at rush hour.	ENV-1
575	1/9/2025	Adam Epstein	I am submitting this comment in opposition to the proposed expansion of MoPac South and strongly urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to thoroughly assess the project’s environmental consequences. As part of the EIS, I request that CTRMA prioritize a "low-build" alternative that focuses on cost-effective, practical improvements, such as addressing bottlenecks, enhancing signage, and expanding public transit options. The proposed expansion threatens the environmental integrity of key public spaces and waterways along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek Greenbelt. Increased noise, air pollution, and contaminated highway runoff would significantly diminish the public’s ability to enjoy these cherished resources. Additionally, the MoPac South expansion would violate the Save Our Springs Initiative Ordinance, overwhelmingly approved by Austin voters, which protects the groundwater flows feeding Barton Springs. Barton Springs is home to the endangered Austin Blind and Barton Springs Salamanders, and the increased impervious cover from construction upstream would degrade water quality and endanger these sensitive habitats. These harmful outcomes can be avoided by opting for more modest upgrades to the existing roadway. The current study also neglects to adequately consider the cumulative effects of connecting SH 45 SW to I-35, recently approved by Hays County. This extension would transform MoPac South from a local parkway into a high-traffic western loop, increasing heavy vehicle use. Ignoring this significant change	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			underestimates the full scope of air, noise, and water quality impacts that would result from the combined projects. Proper consideration of these cumulative effects is essential to fully understand the environmental consequences of this expansion.	
576	1/9/2025	Austin Marks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
577	1/9/2025	Christian Rodriguez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
578	1/9/2025	Elena Michaelson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
579	1/9/2025	Haleigh Wagman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
580	1/9/2025	Hanna Zamora	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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581	1/9/2025	Ira Zibbu	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
582	1/9/2025	Jean Hopkins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
583	1/9/2025	Jessica Walbridge	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. I moved to Austin in 2014 because of its vibrant culture and beautiful outdoor recreation opportunities. My husband and I bought a home within walking distance of Barton Spring Pool, the Hike and Bike Trail, and Lady Bird Lake. I am a competitive rower and am on the lake four mornings every week. My husband loves his swims in the Pool. We both use the Trail most days, for recreation and to get around. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
584	1/9/2025	Jo Clifton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
585	1/9/2025	Lauro Reveles	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
586	1/9/2025	Leslie Lindzey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
587	1/9/2025	Lilia Justman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
588	1/9/2025	Lorin Rivers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
589	1/9/2025	Madeleine West	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
590	1/9/2025	Monica Solomon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project..	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
591	1/9/2025	Raul Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
592	1/9/2025	Rita Hersey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
593	1/9/2025	Rodolfo Carrera	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
594	1/9/2025	Victoria Henretty	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
595	1/9/2025	Erika Gillmeister	NO to the reckless, irresponsible and unnecessary MoPac expansion!!! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
596	1/9/2025	Benjamin Blackburn	representing several local property owners in favor of expanding number of lanes and peak load pricing	Comment noted.
597	1/9/2025	Riley hall	this makes it too hard to get to Westlake	TO-2, D-7
598	1/9/2025	Lorin Rivers	Building new roads just generates more traffic. Spend this money on light rail instead and don't destroy the Edwards Aquifer	TRA-4
599	1/10/2025	Carolyn Croom	I oppose the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
600	1/10/2025	Diane Singleton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
601	1/10/2025	JOHN RIBBLE	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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602	1/10/2025	Kathryn Defee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
603	1/10/2025	Kelly Tagle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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604	1/11/2025	steffany thees	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
605	1/12/2025	Kent Miller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
606	1/12/2025	Mary Alvarez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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607	1/12/2025	Karole Fedrick	While planning for the future major Mopac construction project, there is something you can do NOW to help northbound traffic. Please, please consider re-striping the "Exit Only" lane on northbound Mopac at Wm. Cannon into a third lane plus the exit. Mopac northbound is currently two lanes until we can merge to the Davis onramp which becomes a third lane. It stays a third lane until right before Wm. Cannon where it gets a curved stripe to designate an “Exit Only” lane at Wm. Cannon. The amount of pavement remains three lanes plus the exit, but because some of it is dedicated and striped as an “Exit Only,” we have to merge out of the third right lane into the second middle lane for 50 feet before we can access the third right lane again. It is stupid. It is dangerous. It is unnecessary. Cost: It is a perfectly good already-there lane. The expense will be minimal and the work can be done at night during minimal traffic time. Environmental Impact: Since an environmental study has already approved expanding Mopac, re-striping an existing lane shouldn’t be a problem. Any environmental impact from paving the land has been done. Re-striping will not generate more traffic. The only environmental impact re-striping would have is reducing extended emissions caused by the traffic delays caused by the reduced lanes and stops-and-starts from the merges. We need it. Thank you for your consideration.	D-2
608	1/13/2025	Holly McCord	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
609	1/14/2025	Cameron Cassidy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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610	1/14/2025	Donald Lawson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
611	1/14/2025	Madeleine West	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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612	1/14/2025	Monica Solomon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
613	1/14/2025	Raul Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
614	1/14/2025	Matthew Rerecich	1. The proposal excludes any mass transit (namely, light rail) option very early in the presentation, and appears to be consistent in this way all the way back to 2013. However, the Austin transit plan has been overhauled several times since then and using the available right of way to connect to a more expansive rail network than was envisioned a decade ago would be much more beneficial to residents of Austin in this area! This project should reassess the original goals against the current mass transit plan for Austin.	TRA-1
614.01	1/14/2025	Matthew Rerecich	2. The environmental impact should include the negative impact of adding more vehicles to the road as a result of adding express lanes, since adding more sources of emissions conflicts with local and national environmental goals. Likewise, a non-vehicle build option should consider the positive impact of reducing vehicles on the road.	ENV-1, Alt-1
614.02	1/14/2025	Matthew Rerecich	3. The positive effects of the express lanes are limited to a small number of vehicles that pay the toll fee, which is explicitly stated as "not intended for everyday use" in the presentation. Likewise, the average travel time numbers are barely improved by the express lanes. Since no one is actually supposed to	PP-1, Alt-7

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			be an everyday user, the lanes essentially benefit nobody, making their cost, environmental degradation, and the awfulness of years of construction on MoPac a fundamental waste. "Do not build" would be much better than this.	
615	1/14/2025	Jacqueline Ramirez	I am surprised to hear that TDM, transit lanes, and HOV do not provide alternatives that would overall reduce the cost and scope of this project. I would much rather invest in reducing trips than spend the money to expand the freeway over this delicate ecosystem.	Alt-1, Alt-6, Alt-4, Alt-3
616	1/15/2025	Deidre worth	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
617	1/16/2025	City of Rollingwood via Ashley Wayman	On behalf of Mayor Gavin Massingill and the Rollingwood City Council, please find attached the City of Rollingwood's O□icial Comment Letter for the MoPac South Environmental Study Open House #6. The City of Rollingwood appreciates the opportunity to comment on the MoPac South Environmental Study and Recommended Build Alternative in conjunction with Virtual Open House Number 6. We were pleased to see the inclusion of shared-use paths and sidewalks along the west side of MoPac adjacent to Rollingwood following the series of Technical Working Group Meetings hosted by CTRMA this summer. This significant addition takes steps to meaningfully address bike and pedestrian connectivity challenges in our area. However, many of the concerns that we expressed in our most recent letter and in previous communications have not yet been addressed. The following comments are based on our review of the Recommended Build Alternative, Alternative 2C, and the other materials provided for this open house and are made in addition to the city's numerous previous comments and feedback given on this proposed project. While we recognize the importance of improving regional mobility, we have significant concerns about the project's current design, particularly regarding its impact on Rollingwood and surrounding communities. Our concerns focus on the following key areas:	PI-5
617.01	1/16/2025	City of Rollingwood via Ashley Wayman	Inadequate Consideration of East/West Traffic The project's emphasis on north/south mobility between Slaughter Lane and Cesar Chavez fails to address the critical role of east/west traffic. Residents and businesses in Rollingwood and neighboring areas rely on connections between arterial roads and MoPac. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. We urge the Mobility Authority to incorporate robust considerations for east/west traffic impacts into project goals, evaluation criteria, and design. Regaining Access to and Exits from MoPac Express Lanes The current proposal eliminates critical express lane access and exit points for Rollingwood and neighboring communities. Residents and commuters who rely on Bee Cave Road, Rollingwood Drive, and Loop 360 to access the northbound MoPac express lanes will face severe challenges. The removal of the Enfield Road express lane entrance and the introduction of the Cesar Chavez loop create convoluted, unsafe routes, significantly increasing travel times and congestion in local neighborhoods. Similarly, access to Bee Cave Road from the southbound MoPac express lanes is eliminated under the current design. This forces traffic onto already-	OOS-4, D-7

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			congested local roads as a route to exit the express lanes, exacerbating safety issues and creating bottlenecks at intersections like Lake Austin Boulevard and Redbud Trail. Maintaining direct, safe access and exit points to express lanes in both directions for those originating on or exiting to Bee Cave Road is essential to support regional and local traffic flow.	
617.02	1/16/2025	City of Rollingwood via Ashley Wayman	Noise and Light Pollution The City of Rollingwood opposes the inclusion of elevated lanes. Alternative 2C is described as “two express lanes with elevated ramps near Barton Skyway.” The elevated bridge structure begins at Bee Cave Road and stands to introduce considerably elevated noise and light pollution in the area. The additional lighting required for elevated infrastructure is of concern, and noise pollution, already a challenge due to proximity to MoPac, will also worsen as sound emanates from elevated structures. We strongly advocate for including noise and light mitigation as critical evaluation criteria and urge reconsideration of alternatives which avoid elevated lanes in proximity to Rollingwood.	TN-1, ECO-1,
617.03	1/16/2025	City of Rollingwood via Ashley Wayman	Significant Traffic Hazard at Northbound MoPac Entrance at Bee Cave Road The proposed design creates a hazardous overlap where the northbound express lane exit to Cesar Chavez intersects with the northbound general-purpose lane entrance at Bee Cave Road. This configuration forces drivers entering MoPac at Bee Cave Road to merge across two lanes of traffic to continue northbound, avoiding exits for Cesar Chavez or 5th Street. This results in a dangerous crisscross pattern and a potential bottleneck, significantly increasing the risk of collisions and traffic congestion. Consideration of the Intersection at Bee Cave Road and MoPac The current proposal does not include any improvements to the intersection of Bee Cave Road and MoPac. We strongly believe that any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. Treating these as separate processes risks creating a disjointed system where the intersection and highway fail to function seamlessly together.	OOS-4, D-7
617.04	1/16/2025	City of Rollingwood via Ashley Wayman	Unclear Schematics The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. Several new elements, including the connection between the MoPac South and MoPac North projects, are introduced for the first time in this proposal but are neither clearly highlighted nor adequately explained. Additionally, multiple ramp relocations are proposed within the Cesar Chavez to 360 corridor, also for the first time, yet the schematic depicts both the current ramps (in the underlying photo image) and the proposed ramps in a confusing manner. As a result, the materials provided do not enable the average person, especially those not closely involved in the project, to fully understand the proposal or its impact on traffic flow.	D-6
617.05	1/16/2025	City of Rollingwood via Ashley Wayman	Recommendations To address these concerns, we recommend the following actions: • Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring local residents and businesses are not disproportionately affected by increased congestion. • Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. • Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. • Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. • Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. • Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project’s technical details. In conclusion, the City of Rollingwood is in favor of improvements to MoPac and appreciates CTRMA for its efforts to enhance regional mobility. However, we believe that a thoughtful and inclusive approach is necessary to ensure that all communities, including Rollingwood, benefit from these changes without facing disproportionate burdens. By addressing our concerns related to east/west traffic flow, access to and exits from the MoPac express lanes, noise and light pollution, the traffic hazard at the northbound MoPac entrance at Bee Cave Road, the Bee Cave Road and MoPac intersection, and ensuring clear and	OOS-4, D-7, D-6

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			accessible project materials, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration. We appreciate your attention to these critical issues and your commitment to collaborating with local communities to refine the project. Rollingwood is eager to see a design that improves regional mobility without disproportionately impacting our residents, businesses, and those that travel through Rollingwood daily.	
618	1/16/2025	Christian Kurtz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
619	1/16/2025	Maria Velazquez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
620	1/16/2025	Terri Robertson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
621	1/16/2025	Omaira Brightman	My name is Omaira Brightman and I live and also work in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for area residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making our daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities	OOS-4, D-7, TN-1, ECO-1, TO-1

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			benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
622	1/16/2025	Patsy Rider	My name is Patsy Rider and I live at [redacted] in Rollingwood. I/ depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
623	1/16/2025	Simon Holland	My name is Simon Holland and I live in Rollingwood on Park Hills Drive. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility,	OOS-4, D-7, TN-1, ECO-1, TO-1

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			and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and generalpurpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
624	1/16/2025	Hannah Glaw	I oppose the Mopac plan. This plan will have detrimental affects to the buffer zones around Barton Springs And the relevant Watershed. TXDot does not have adequate erosion control plans and water quality engineering and the short term and long term affects from this road construction and rerouting are dangerous to the community's health, water quality health, recreational safety, and will additionally aid in making my neighborhood chaotic and will increase the likelihood of bee cave becoming a major cut through. More than it already is.	WQ-1
624.01	1/16/2025	Hannah Glaw	I am opposed to this construction and TXDOT should get their priorities straightened out. There are hundreds of roads in Austin that should be repaired and prioritized over this project and as a tax payer I do not support this project due to its disregard for our natural resources, lack of necessity by the community at large, safety risk factors, lack of water quality protection plan or awareness, and permit loop holing	Comment noted.
625	1/16/2025	Christopher Ballard	My name is Christopher Ballard and I live at [redacted] in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to	OOS-4, D-7, TN-1, ECO-1, D-6

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			MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
626	1/16/2025	Melissa Morrow	My name is Melissa Morrow and I live in Rollingwood and work at Enfield and Exposition Blvd in Austin. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region.	OOS-4, D-7, TN-1, ECO-1, TO-1

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627	1/16/2025	Cristina Feldott	I am Cristina Feldott and live at [redacted] in the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
628	1/16/2025	Bill Feldott	I am Bill Feldott and live at [redacted] in the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging	OOS-4, D-7, TN-1, ECO-1, TO-1

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			Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
629	1/16/2025	James Hart Little	As a resident of Rollingwood, I am concerned about the following: Worsening noise and light pollution from the construction.	TN-1, ECO-1
629.01	1/16/2025	James Hart Little	Lack of easy access to Bee Cave Road from south MOPAC and lack of easy access from Bee Cave Road to north MOPAC	D-7
630	1/17/2025	Brooke Mellen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
631	1/17/2025	Camila Restrepo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
632	1/17/2025	Mary Olivar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
633	1/17/2025	Matt Hubbard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
634	1/17/2025	Omar Salcido	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
635	1/17/2025	casey hoffman	• Eliminates the current northbound MoPac express lane entrance near 15th Street; • Eliminates the current access to Bee Cave Road from the southbound MoPac express lanes; • Proposes elevated bridges between Bee Cave Road and Barton Skyway, introducing considerably elevated noise and light pollution to our area; • Introduces significant traffic hazards for those accessing northbound MoPac from Bee Cave Road and exiting to Bee Cave Road from southbound MoPac, as drivers must crisscross with express lane entrances and exits; • Does not account for needed improvements to the Bee Cave Road and MoPac intersection; and • Has not been clearly described or presented in a way that affected parties can fully understand the proposed impacts on traffic flow.	OOS-4, D-7, TN-1, ECO-1, D-6
636	1/17/2025	Randy Lusk	The project as described so far appears to be one that might have made sense 15-20 years ago but that ignores the growth and buildout in Westlake Hills and Rollingwood areas. Absent a genuine crosstown expressway for the area, this project can only increase traffic bottlenecks especially for local Austin residents. But my wife and I are of an age where we are unlikely to have to suffer through ill-thought out traffic design so don't take my cynicism to heart.	RP-1, OOS-4
637	1/17/2025	Julia Fortman	First, thank you for the time and effort that has gone into improving traffic flow on south MoPac. There has been a need for lane expansion for a long time. I am very disappointed, however, that the majority of lane expansion is through tolled lanes, negatively impacting those who live in the area. The space is readily available to add a lane to southbound MoPac between William Cannon and Slaughter Lane. In fact, this additional lane could have been built when the roads were originally built. It does not feel like this project is in support of the residents, rather the businesses and individuals who will profit from this investment in tolled lanes. All of the publications regarding this project emphasize the "non-tolled" improvements and share little about how much of the expansion include tolled lanes. Furthermore, opening comments after construction plans are in place is both manipulative and disrespectful to community members. Thank you for taking time to hear my frustration with this project. Sincerely, Julia Fortman	D-2
638	1/18/2025	Chris Ford	I live in the area near Mopac South. I've perused the virtual meeting documents. I'm concerned about the environmental impact (please do a full study), the construction complications & equity of the plan as presented. As a result of these concerns, I support doing nothing in the way of further development of Mopac South. Please do not do the project as suggested by your virtual meeting docs.	ENV-1, Alt-7
639	1/18/2025	Steph Beasley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
640	1/18/2025	Gewn Barton	My name is Gwen Barton and I live at [redacted] in Rollingwood. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. The current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. Bee Cave Rd is a main artery for commuters going to downtown from the City of Bee Cave. When 360 has an accident on it or too much traffic, commuters take Bee Cave Rd. instead. If commuters then have to turn right and head south at Mopac service road to eventually loop around to get on Mopac north then the congestion will be multiplied in this area. We experience this issue when the intersection is closed for events at Zilker park. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
641	1/18/2025	Fred Hartman	My name is Fred Hartman, and I live in the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood	OOS-4, D-7, TN-1, ECO-1, TO-1

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642	1/18/2025	Thomas W. Farrell	My name is Thomas W. Farrell and I live and own [redacted] in the City of Rollingwood. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details 7. While I understand that the current plan is to not allow large trucks on the toll lanes. I support this but am concerned that this may change in the future. I would like to have a written agreement between CTRMA and the City of Rollingwood, The City of Austin and the City of Westlake Hills to issue that this policy not change in the future. Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
643	1/19/2025	Pari Schacht	I live at [redacted] and will be greatly affected by the proposed changes for MOPAC. Every day I use the access to and exits from the MoPac general-purpose and express lanes. Thank you for working to help improve our roads. I have some concerned about the current design as I understand it: 1. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. I use this every day! :(2. By focusing traffic moving north and south, I'm concerned about the congestion for east/west users and access to businesses and services in the Rollingwood and Westlake area.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			3. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow.	
644	1/19/2025	Pari Schacht	I live at [redacted] and will be greatly affected by the proposed changes for MOPAC. Every day I use the access to and exits from the MoPac general-purpose and express lanes. Thank you for working to help improve our roads. I have some concerned about the current design as I understand it: 1. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. I use this every day! :(2. By focusing traffic moving north and south, I'm concerned about the congestion for east/west users and access to businesses and services in the Rollingwood and Westlake area. 3. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow.	OOS-4, D-7, TN-1, ECO-1, TO-1
645	1/19/2025	Vito Maurici	My name is Vito Maurici and I live at [redacted] in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. In fact, I use these access and exit lanes every day on my commute to work. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic	OOS-4, D-7, TN-1, ECO-1, TO-1

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646	1/19/2025	Bruce Ravenscraft	The plan for S. Mopac is aotherversion of the failed N. Mopac toll lanes. N. Mopac traffic is as, or more congested then before the toll lanes. Why? Toll lanes have not taken any cars off the expressway. A better alternative would be HOV lanes in effect during peak traffic times. This would actually take cars off the road because people would be incentivized to carpool. A new HOV lane along S. Mopac all the way to W. Slaughter including an HOV lane at S. Mopac at the 360/290 exit would improve traffic flow. A new extension of the N. Mopac toll road starting at before Barton Skyway would improve N. Mopac traffic flow. HOV lanes are superior to toll lanes because they require less construction, less environmental degradation, actually take vehicles off the road, and reward citizen nvironmental conscientiousness instead of toll lanes that reward environmental disregard.	Alt-3
647	1/19/2025	Stacey Clark	My name is Stacey Clark and I live in Rollingwood. My work (I am a pediatric surgeon) and our lives depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purposelanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach	OOS-4, D-7, TN-1, ECO-1, TO-1

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648	1/19/2025	Vito Maurici	My name is Vito Maurici and I live at [redacted] in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. In fact, I use these access and exit lanes every day on my commute to work. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TO-1, TN-1
649	1/20/2025	Stacey Knight	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
650	1/20/2025	William Knight	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
651	1/20/2025	Niccole Maurici	My name is Niccole Maurici and I live at [redacted] in Rollingwood. My livelihood depends on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility an connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges.	OOS-4, D-7, TN-1, ECO-1, TO-1

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652	1/20/2025	Mike Helmke	Adding an additional toll lane in the Northbound direction sounds great on paper, but you all be creating an even larger bottleneck just north of the river. This will encourage more people to take the toll since there will be an additional lane, but this then goes back down to one lane after the lake. Then all toll traffic from downtown heading northbound will also merge into this single toll lane. The only way this will benefit traffic from South Austin to North Austin is by continuing the additional toll lane to the Domain area. This current plan will create a bottleneck and increase traffic times for all toll users coming from downtown and heading North on Mopac.	TO-2, D-1
653	1/20/2025	Laurie Mills	I echo the comments and concerns shared by the City of Rollingwood, City of Westlake, and Eanes ISD. This current proposal does not address the east/west traffic and creates new issues and concerns for access to Bee Caves and additional bottlenecks. Please review and revise taking into consideration of the issues outlined in the above three letters to CTMA. Thank you.	TO-2, D-7
654	1/21/2025	Terri McCabe	My name is Terri McCabe and I live at [redacted] in the Rollingwood. My family depends on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to	OOS-4, D-7, TN-1, ECO-1, TO-1

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655	1/21/2025	Stegania Rigo De Righi	Please accept this letter as outlining my concerns for the CTRMA final design of the South MoPac Expansion Project. I am a small business owner and am a member of the Westlake Chamber of Commerce. Here are the specific concerns: 1. Our community will lose direct access to the northbound MoPac Express lanes.. 2. The current access to Bee Cave Rd from Southbound Mopac express lanes will be eliminated. 3. There will be dangerous Overlapping Exits and Entrances at the exit to Cesar Chavez from the express lanes and the entrance to MoPac North from Bee Cave Road. 4. Unsafe Southbound Bottlenecks will be created for drivers exiting to Bee Cave Road from the regular southbound MoPac lanes because they must crisscross with those drivers entering the southbound express lane. 5. There will be additional expensive and imposing infrastructure in the busy 360 to Cesar Chavez corridor, providing no benefit to the communities it directly impacts. Thank you for your consideration.	D-7
656	1/21/2025	Ian Wilson	Please prioritize a shared use path throughout the corredor. It makes the road safer for all users among its long, long, long list of benefits.	BP-1
656.01	1/21/2025	Ian Wilson	Please minimize the number of intersections the path goes through. (I know this is being added for the other projects going on — I-35, 360, etc)	D-1
656.02	1/21/2025	Ian Wilson	I recognize that improvements to our roadways are necessary to improve safety, but I oppose the scale of the project. This sounds like it will use a lot of our tax dollars that could be used in other areas (e.g. education).	Alt-1, TF-1
656.03	1/21/2025	Ian Wilson	The southbound Mopac exit before Bee Caves Road should be moved further north, to provide more space for drives to change lanes as well as help de-conflict the cars slowing from the light vs those who don't have to stop because of the slip lane for right turns.	D-3
656.04	1/21/2025	Ian Wilson	The proposal significantly increases impervious cover. It would be great to know if that would impact flood risks, and if any form of mitigation being planned (especially in the context of the tunnel being built for I-35). I know the I-35 project is working to reduce how much the road separates the people and communities along side it.	WQ-1
656.05	1/21/2025	Ian Wilson	I'd prefer a solution that is tunneled, rather than elevated. It reduces impact on the surroundings (noise, visual, etc) while also being in line with what is being done for I-35. It also makes adding crossings over it easier	OCO-2
656.06	1/21/2025	Ian Wilson	It looks like this current proposal does not have enough crossings, either for vehicles or pedestrian.	D-1
657	1/21/2025	Lucas Legate	Please pursue this project with all the might and resources we have in this great city. Mopac needs to be upgraded for citizens, students, school buses, ambulances and fire trucks. Austin is large, it is a major city. There is no going back. I moved to Austin in 1992 and I get people want to go back to the "old days" but that is simply not the case any longer. Quality of life, not snarling a city for hours each day is important. If the city of Austin wants to remain livable, people need to be able to drive. You can stamp your feet all you want, but the bottom line is, Austin grew up. The old adage of don't build it and they won't come is long gone, guess what, they came.	Comment noted.
657.01	1/21/2025	Lucas Legate	Air quality is important, idling for an hour is not good. Move people.	AQ-1
658	1/21/2025	Sumit Dutta	I strongly support the building of the shared use paths for bicyclists and pedestrians seen in build alternative 2C. I have biked that way from Sunset Valley to Zilker Park and I would really appreciate connecting all the currently fragmented bike paths on that way. Also, I think the tolled express lanes make sense.	Comment noted.
658.01	1/21/2025	Sumit Dutta	The expressway should not get wider than its current footprint to ensure the Edwards Aquifer remains healthy.	D-4

Number	Date	Name	Comment	Response Code
659	1/21/2025	Joy Lobb	Where MOPAC crosses Convict Hill is very close to residential and causes a lot of noise. I'm very concerned that changes to this area would only increase the noise level. Please consider noise mitigation in this area.	TN-1
660	1/21/2025	Stephanie Trotter	Your project does not adequately address the following issues: Eliminates the current northbound MoPac express lane entrance near 15th Street; Eliminates the current access to Bee Cave Road from the southbound MoPac express lanes; Proposes elevated bridges between Bee Cave Road and Barton Skyway, introducing considerably elevated noise and light pollution to our area; Introduces significant traffic hazards for those accessing northbound MoPac from Bee Cave Road and exiting to Bee Cave Road from southbound MoPac, as drivers must crisscross with express lane entrances and exits; Does not account for needed improvements to the Bee Cave Road and MoPac intersection; and Has not been clearly described or presented in a way that affected parties can fully understand the proposed impacts on traffic flow.	OOS-4, D-7, TN-1, ECO-1, D-6
661	1/21/2025	Ya Ma	Expansion of this highway is absurd. The time savings is minimal. The no build option of around 20 minutes to get from near the center of Austin to the outskirts is completely normal for a large metro, in fact it is superb by many standards. It also passes close by to multiple schools and daycares as well as the nature and science center. This will increase exposure to carcinogens and PM2.5 pollution to our children. We are also already expanding I35. We claim to be a climate friendly city, but I fail to see any significant effort towards that. Not expanding highways is the single most climate friendly action the city can take.	Alt-7, AQ-2
662	1/22/2025	Tim Tuggey	As a resident please proceed with the recommended option 2C	Comment noted.
663	1/22/2025	Molly	Hello, I'm a life long Austinite. I've always enjoyed the area of Mopac close to 360 and Barton Creek mall... the hills with trees are so pretty and unique. Please keep the hill and the trees / nature. Please don't level this or destroy it anymore than it has lately. Please add more trees (with scheduled watering to establish them) when the project is nearing completion.	C-4, AE-1
663.01	1/22/2025	Molly	Also, I LOVE the newish pedestrian bridge below the north bound bridge over the greenbelt... is there anyway there could be a protection added to the pedestrian bridge so people won't be hit with debris from the highway above? I've noticed large construction pieces on the bridge and a rock fell in front of me when I was walking there. Thank you for reading this.	BP-1, D-1
664	1/22/2025	Randy Palachek	This project should have been built years ago. The congestion is very bad with long travel times to go from downtown to south of slaughter lane. This project will only partially fill the need considering the long study, design and construction time to finish the project. There will continue to be large increase in housing and population in southwest austin and down to Hays county line. The environmental argument against the project is significantly flawed as the longer time cars are on the road in this area, the longer time that pollutants fill the air and on the pavement which leads to increased pollution in the runoff and streams. Austin area previous philosophy of dont build it and they wont come obviously doesnt work as shown in the past several decades. Without the project wait times, congestion and pollution will only increase until someone finally does something. Therefore, I am 120% to building the project in the most environmentally sensitive way to protect karst features as well as local streams.	Comment noted.
664.01	1/22/2025	Randy Palachek	Additionally multi individuals per car should be encouraged as well and provide free or reduced rates for any tolling. This is the only way you will get individuals to share rides. Please complete the studies as soon as possible and build the project.	TDM-1, Alt-3
665	1/22/2025	Bill Carroll	I appreciate the effort and engagement dealing with traffic congestion. I do worry that this will encourage more traffic along Mopac South, 1626 and 45. I have lived here off Hwy 45 for 20 years and the noise levels are significantly greater and increasing. It will only get worse when people see an easy commute as incentive to move outward.	ICI-1, RP-2, TN-1
665.01	1/22/2025	Bill Carroll	I ask that you consider noise abatement farther south of Slaughter Lane. Thank you.	TN-1
666	1/22/2025	David Todd	I am filing this comment to oppose the proposed expansion of MoPac South and ask the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South, including cumulative effects of secondary development. As part of an EIS, CTRMA should look hard at a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6
667	1/22/2025	Tanya Payne	Please do an EIS before expanding MoPac South. Focus on "low build options" that don't jeopardize our watershed, parks, and green spaces. Continuing to erode the Save Our Springs Initiative Ordinance is dangerous. Not only is it dangerous with this project that will impact Barton Springs. But it is dangerous in the precedence it provides for all future development over the protected area. My observation is that once an exemption is allowed once, it becomes the new rule and everyone is allowed that same exemption. I fear that is how the Save Our Springs Initiative is being killed - one exemption at a time.	ENV-1, Alt-6, WQ-1, RP-2

Number	Date	Name	Comment	Response Code
			Further, please consider the impact of extending SH 45 to I-35 on the MoPac expansion. It will turn MoPac into an interstate, rather than a local road. MoPac being an interstate will only exacerbate the environmental impacts from above.	
668	1/22/2025	Lydia Thompson	If we don't change our M.O. to put our environment and its longevity first, we will not be able to repair the damage done. We have a responsibility to future generations to safeguard what is, what's could be, and what needs protecting. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
669	1/22/2025	Savanna Polasek	As a Catholic who understands our prerogative to care for the gifts we've been given, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. There is no greater jewel in Austin than Barton Springs. You choices today will have a generational impact.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
670	1/22/2025	Kayla Shirley	As a civil engineer, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
671	1/22/2025	Abbey Carey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
672	1/22/2025	Abbigail Schmidt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
673	1/22/2025	Abhijit Madhu Kumar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
674	1/22/2025	Adam Blazer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
675	1/22/2025	Adam Epstein	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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676	1/22/2025	Adam Witherspoon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
677	1/22/2025	Amada Bennett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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678	1/22/2025	Amanda Sewell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
679	1/22/2025	Amber Lindholm	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
680	1/22/2025	Amy Pancake	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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681	1/22/2025	Analina Tunnell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
682	1/22/2025	Andrew Schweser	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
683	1/22/2025	Audrea Straub	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Every city has traffic problems, but there is only one Barton Springs. Please protect this priceless resource!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
684	1/22/2025	Aurora Silva	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. This is so shortsighted - it just hurts. Wake up. Look around. Our planet is frying. We need to find better ways to do literally everything. It's a slap in the face to children who will inherit this mess in a few short years to make it worse despite our extensive knowledge of the facts, which all indicate we need to stop this sort of project permanently. Please read. Please read. Please read. Educate yourselves before doing irreversible damage.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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685	1/22/2025	Bella Wenson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
686	1/22/2025	Beth Santori	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
687	1/22/2025	Caitlyn Lilley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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688	1/22/2025	Callie Milbrandt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
689	1/22/2025	Camryn Valadez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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690	1/22/2025	Carolyn Somes	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
691	1/22/2025	Carrie DeMoss	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
692	1/22/2025	Catherine O'Neal	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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693	1/22/2025	CHAERLI FAUGHT	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
694	1/22/2025	Claire Zinnecker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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695	1/22/2025	Colleen Lutz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
696	1/22/2025	Courtney Brown	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
697	1/22/2025	Courtney Cooper	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
698	1/22/2025	Cyral Miller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
699	1/22/2025	Dale Bulla	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
700	1/22/2025	Daniel Trelenberg	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. The city should be doing everything we can to lower density and auto traffic in the sensitive environmental area above and around Barton Springs. I used to live in the neighborhood but even after moving away, I appreciate the jewel that area of our city is and how important it is to protect it for future generations.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
701	1/22/2025	David Camacho	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
702	1/22/2025	David Ryther	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
703	1/22/2025	Delan Crawford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
704	1/22/2025	Dillon Minacci	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
705	1/22/2025	Doug Kirsch	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
706	1/22/2025	Elle Larose	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
707	1/22/2025	Eloise Dorries	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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708	1/22/2025	Eva Lorini	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
709	1/22/2025	Freddy Jones	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
710	1/22/2025	Gillian Bynum	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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711	1/22/2025	Haley Moser	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
712	1/22/2025	Hibiscus rozuk	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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713	1/22/2025	Ingrid Powell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
714	1/22/2025	James Gavin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
715	1/22/2025	Janine Corn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
716	1/22/2025	Jenna Kienzle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
717	1/22/2025	Jennifer Armstrong	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
718	1/22/2025	Jenny De La Fuente	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
719	1/22/2025	John Lemaux	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
720	1/22/2025	Jon Abundez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
721	1/22/2025	Joseph Chanoine	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
722	1/22/2025	Katelin Hall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
723	1/22/2025	katherine yatsu	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
724	1/22/2025	Kathryn Defee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
725	1/22/2025	Katrina Heide	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
726	1/22/2025	Kelly Hayes	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
727	1/22/2025	Kenton Luff	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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728	1/22/2025	Kristin Maxwell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
729	1/22/2025	Kytzia Perez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. These spaces are vital to the mental and physical well-being of our community, crucial to our city's reputation, and necessary for our local environment. This project would harm low-income residents the most, hindering the access to free or low-cost public green spaces, and would inhibit the expansion of public transit by encouraging more traffic and therefore a greater emphasis on car transportation. MoPac South expansion would also violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. It's clear that we need a solution to our current transportation issues. However, a rushed, car-centric response is not the solution. Please consider the people who will be negatively impacted by this, as well as the biodiversity and environmental conditions that will be attacked and worsened by this choice.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
730	1/22/2025	Lacy McCann	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I've was born and raised in ATX and hope to reside here permanently. I travel throughout central Texas often to visit family and I have never supported toll ventures. It has never made sense to me to grant concessions to a private entity for contract lengths between 30-99 years. I understand that the roads may be public one day, perhaps for my children's benefit. However, I'd also hope that my children and grandchildren may have the opportunity to experience some of the natural beauties of this proposed region without interference or deterioration. Lastly, that public mass-transit in their lifetime if not ours, may be incentivized and upgraded to be both a reliable and convenient way of travel. Thank you for your consideration and continued dedication to our city.	
731	1/22/2025	Larissa Huffman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
732	1/22/2025	Laura Srygley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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733	1/22/2025	Lauren O'Malley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. As a resident of this city I cannot sit by and watch us become the DFS Metroplex, threatening our air and water supply we need to live as human beings. No more roads! They only invite more cars, more co2 and destruction amid climate crisis. We need to be investing in our current infrastructure and our future on a livable planet	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
734	1/22/2025	Leticia Gomez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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735	1/22/2025	Lindsey White	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
736	1/22/2025	Logan Anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
737	1/22/2025	Marsha Hunnicutt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
738	1/22/2025	Marsha Taylor	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
739	1/22/2025	Matt Dietrichson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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740	1/22/2025	Matthew Caldwell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
741	1/22/2025	Matthew Lubin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
742	1/22/2025	Max Gough	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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743	1/22/2025	Maxie Gallegos	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
744	1/22/2025	Maxximus Ramsaroop	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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745	1/22/2025	Michael Valdez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
746	1/22/2025	Michele Fonzi	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
747	1/22/2025	Mike Dearborn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
748	1/22/2025	morgan jahnke	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
749	1/22/2025	mott LEONINO	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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750	1/22/2025	Natalie Zequeira	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
751	1/22/2025	Natasha Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
752	1/22/2025	Natasha van Streepen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
753	1/22/2025	Necole Lane	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. There is only one Barton Springs! Let’s do everything we can to keep it protected.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
754	1/22/2025	Nina Glasgow	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
755	1/22/2025	Nora Pierson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
756	1/22/2025	Olivia Reed	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
757	1/22/2025	Owain Llewellyn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
758	1/22/2025	Pamela Nelson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
759	1/22/2025	Rachael Milton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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760	1/22/2025	Rachel S	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
761	1/22/2025	Ranita Patel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
762	1/22/2025	Raul Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
763	1/22/2025	Rock Remillard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
764	1/22/2025	RODOLFO CARRERA	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
765	1/22/2025	Rory Haecker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
766	1/22/2025	sally Jacques	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
767	1/22/2025	Samantha Borek	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
768	1/22/2025	Samantha Oates	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
769	1/22/2025	Sarah Tilton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
770	1/22/2025	Seth Prestwood	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
771	1/22/2025	Seth Woods	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
772	1/22/2025	Sharon Gillespie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
773	1/22/2025	Sharyn Reynolds	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
774	1/22/2025	Sosia Bett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
775	1/22/2025	Stevie Bellis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
776	1/22/2025	Tait Selvik	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
777	1/22/2025	tammy sajak	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
778	1/22/2025	Taz Watson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
779	1/22/2025	Thomas Elmasri	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
780	1/22/2025	Turi Sioson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
781	1/22/2025	Via Boley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
782	1/22/2025	victoria felice	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
783	1/22/2025	Will Clinton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
784	1/22/2025	Wyatt Rodgers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
785	1/22/2025	Zach Bowers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
786	1/22/2025	Sean Ryan	Keep Barton Springs safe and clean! Our natural waters are constantly not protected and polluted. The pollution from runoff is heinous. Barton Springs deserves to be kept clean! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
787	1/22/2025	Holly Reed	My name is Holly Reed. I currently the serve on the Austin’s Parks and Recreation Board and on the board of my neighborhood association as an advocate for Austin’s public parks, waterways and open green space. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
788	1/22/2025	Selena Longoria	THIS AFFECTS MILLIONS OF PEOPLE OUTSIDE OF THE IMMEDIATE AUSTIN AREA WHO UTILIZE THE AQUIFER TO SURVIVE!! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
789	1/22/2025	Lauren Cadell	Safety on the roads is a huge problem in Austin, it's terrifying, and constant construction contributes to it. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	SF-1, ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
790	1/22/2025	Manda L	It will be when these gems of natural resources are polluted enough by our own asinine decisions, to not be swimmable and enjoyable, that we will realize the loss… when it's too late. That is the world we're living in, to take and take, and to give not much back. The mobility authority won't do an environmental impact assessment as the results would not support the expansion without harm to the threatened areas. We simply know better, and are making the choice to not do better. Simple. Put funding into public transit where it makes sense and keeps the Edward's aquifer, creeks, springs and the life in those areas safe. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-4, TRA-1, TRA-3, Alt-6, ICI-1, SCI-2, WQ-1, TES-1, RP-2
791	1/22/2025	Jacob Primeaux	I thoroughly disapprove of any expansion of MOPAC south. This is yet another betrayal of the will of longtime citizens of Austin. It is a gift to developers, and another unrecoverable loss to the children of the Hill Country. The entire mindset of endless expansion must be jettisoned. You must fight it. There is nothing left when all is concrete and stripmalls. No culture. No community. No life. Stop selling out Texas to her rapists.	Comment noted.
792	1/22/2025	Abigail Frederick	My name is Abigail Frederick and I live at [redacted] in the Rollingwood area. I am a healthcare professional, and I depend on access to and exits from the MoPac general-purpose and expresslanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave ROad or Loop 360, making their daily experiences more difficult. I'm primarily concerns by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
793	1/22/2025	Eliza Schindler	My name is Eliza Schindler and I live at [redacted] in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general- purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion.	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
			2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
794	1/22/2025	Pearl Jones	My name is Pearl Jones and I reside and work in the Rollingwood/Westlake area. I rely heavily on access to and exits from the MoPac general-purpose and express lanes. I appreciate your commitment to tackling the challenges of growth in the Austin Metro Area. However, the current design creates significant difficulties for residents and business owners who depend on Bee Cave Road or Loop 360, making daily life more complicated. My primary concerns include the following: 1. The proposed design prioritizes north-south commuter traffic at the expense of east-west users, worsening congestion, reducing local mobility, and hindering access to businesses and services in the Rollingwood and Westlake areas. 2. The elimination of the northbound MoPac express lane entrance near 15th Street will force communities relying on Bee Cave Road or Loop 360 into severe gridlock on the Cesar Chavez loop around Austin High School. 3. The current southbound MoPac express lane access to Bee Cave Road will be removed. 4. The elevated bridge structure proposed near Bee Cave Road will significantly increase noise and light pollution in the area. 5. The overlap of the northbound express lane exit to Cesar Chavez and the general-purpose lane entrance to MoPac from Bee Cave Road creates a dangerous bottleneck. 6. The design forces southbound general-purpose lane drivers exiting to Bee Cave Road to cross paths with drivers entering the express lanes, introducing another hazardous bottleneck. 7. The plan does not address the critical intersection of Bee Cave Road and MoPac. Any changes to MoPac should include future improvements to this intersection. 8. The schematics shared for public feedback are unclear, difficult to interpret, and fail to provide a clear understanding of the proposed traffic flow. To address these issues, I suggest the following actions: 1. Improve East-West Traffic Flow: Ensure the project includes comprehensive strategies to maintain east-west mobility and connectivity, preventing excessive congestion for residents and businesses. 2. Preserve Key Express Lane Access: Retain safe and direct access to and exits from the express lanes for Rollingwood and nearby communities. Specifically, restore northbound access near Enfield Road and southbound access to Bee Cave Road to reduce congestion and support regional traffic flow. 3. Reassess Elevated Lane Designs: Reevaluate the elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Consider solutions that address current noise issues. 4. Redesign Merging Patterns: Modify the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to remove the dangerous crisscross merging pattern. This will improve safety and traffic flow. 5. Enhance Bee Cave Road/MoPac Intersection: Integrate necessary upgrades to the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure seamless functionality with the surrounding roadways. 6. Improve Public Communication: Simplify and clarify project schematics to make them easier for the public to understand. Clearly outline new design elements and traffic patterns to ensure accessibility for all stakeholders, regardless of technical expertise. Thank you again for your dedication to improving mobility across the region. A more inclusive and thoughtful approach will help ensure that all communities benefit without bearing undue burdens. Addressing these concerns will enable CTRMA to deliver a project that meets the needs of the entire region.	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
795	1/22/2025	Reza Shirazi	My name is Reza Shirazi and I live in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
796	1/22/2025	Alyssa West	My name is Terri McCabe and I live at [redacted] in the Rollingwood. My family depends on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
			eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
797	1/22/2025	Westlake Chamber of Commerce via Trammell Cooper, Chair of Board of Directors	My name is Trammell Cooper, and I am with Genesis Wealth Management in the Westlake area. I'm also the Chair of the Board of Directors for the Westlake Chamber of Commerce in Austin, Texas. My business and others depend on accessing MoPac from Bee Cave Rd. or Loop 360. While I applaud your commitment to confronting the challenges of growth in the Austin Metro Area the current design makes the lives of residents, employees, and business owners using either artery significantly worse. I'm primarily concerned by the following: • Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. • The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated. • The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. • Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. • Additional expensive, imposing infrastructure in the 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts. Consequently, I request that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, I request that:	OOS-4, D-7, TO-1, TN-1

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			• Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future. • Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users. • Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360. • The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street. Doing this would greatly alleviate risks to Austin High, improve rather than impede traffic flow from 360 to MoPac North, preserve the safety of drivers using Bee Cave Rd., and provide benefits to the entire community which will bear the brunt of construction delays, imposing infrastructure, and road noise.	
798	1/22/2025	Adam Kesner	This problem was made worse by the toll road built to connect with 45. This is the problem you SHOULD HAVE SOLVED first. The problem is also made worse by the lack of any significant public transportation to this area. The project connect plans basically ignored southwest austin, yet is happy to take our tax dollars. The idea to solve this with a toll road is insulting when you have taken our tax dollars for years and those tax dollars should fund a solution for our area. The goal to double tax people to get a solution to a problem that you made worse is insulting.	RP-2, TF-1
799	1/22/2025	Mary Williams	Thank you for your request for feedback on the proposed build improvements to the South MoPac area of Austin. I live in the West Lake Hills municipality but am physically closer to the city of Rollingwood. On a daily basis, I travel on MoPac, Bee Caves Road and Highway 360 multiple times per day to support my home and family. Thank you for seeking to improve congestion on these roadways, which is significant and frustrating. However, the current build design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. As a result of Barton Springs Road being reduced to one lane in recent months, traffic in this area has already worsened and will continue to worsen. 2. In the afternoon, I frequently travel northbound MoPac for doctor's appointments around the 35th St. exit. Losing access to northbound MoPac express lanes as the entrance near 15th Street will cause that daily 3 pm traffic jam to be even more chaotic. I cannot understand why anyone thinks this is advisable and believe this change will cause problems for Austin High School. 3. Eliminating access to Bee Cave Rd. from the southbound MoPac express lanes will cause worse congestion for non-express lanes on southbound MoPac. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution to my currently quiet neighborhood. This is particularly frustrating because we purchased a home here specifically FOR the quiet aspect of life here. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. This area of northbound MoPac is already a cluster, and the proposed design will make it worse. 6. Exiting to Bee Cave Rd. from the southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. Seeing the proposed design really makes me question whether those coming up with this design have driven in this area at 4 pm on a weekday afternoon? 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. I routinely refer to exiting southbound MoPac onto Bee Caves Rd as taking your life into your hands. Cars are flying across three lanes going at least 50-60 mph, and drivers exiting have to play frogger avoiding them if they want to head west on Bee Caves. I consider it a minor miracle that neither of my newly licensed teenagers haven't yet been in an accident at this location and know that several teens neighbors have been in accidents there. I have been driving for 35 years and find this intersection difficult to navigate and dangerous – if you're going to be tearing up the roadways in this area anyway it makes NO sense not to address the well-known problems here. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. I have read through the website several times, and still do not understand your map very well. I can only imagine how little my less tech-savvy neighbors are understanding. To address these concerns, I urge the Board to do the following: 1. Please do not make Barton Springs Road even worse. Following the decision to reduce Barton Springs Rd to one lane east of Zilker Park to South Lamar, I already avoid this area of town every afternoon. What used to be a 15-minute drive from my home to the Alamo Drafthouse now takes 30 minutes. Barton Springs Rd around Zilker Park and South Lamar is one of the best, most vibrant parts of Austin and now I avoid it. Please do not make this worse with changes to MoPac. As you make changes, please incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits	OOS-4, D-7, TN-1, ECO-1, D-6

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			from the express lanes for Rollingwood and neighboring communities. Real people live in these neighborhoods. We need this access to do life and work in Austin. Please reinstate northbound MoPac access near Enfield Road and southbound MoPac access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Please prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: I have to say, while I dearly love our neighborhood, the one negative is trying to access it from MoPac. There is absolutely NO reason not to address this problem if you're already undertaking improvements to MoPac, particularly headed southbound on MoPac exiting to head west on Bee Caves Rd. If you're unsure what I mean by this, drive it at 5 pm on a weekday and see how safe you feel trying to execute that right. Someone (or several someones) will be injured here if this exit is not improved. Not to mention if the intersection were less crazy, then cars could exit more efficiently, causing less congestion on southbound MoPac. 5. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. The map in particular is difficult to read and understand. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details. I do appreciate the very detailed Flythrough video, although it is long, it clearly illustrates the construction plans in a way that makes the build proposals easier to understand. Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration. Sincerely, Mary M. Williams	
800	1/22/2025	Abigail Frederick	I oppose the MoPac South proposal in its current form. The changes will add traffic and dangerous intersection to our neighborhood and surrounding areas.	Comment noted.
801	1/22/2025	Kelly Wright	I'm concerned about the bottlenecking that will occur at Slaughter heading southbound. It's like adding a larger funnel to the same size bottle...	D-1
802	1/22/2025	Heidi Gibbons	Please don't build the extra ramps off Barton Skyway going by Austin High School. It will pollute the air and not help the traffic.	AQ-1, OCO-2
803	1/23/2025	Mary Derner	Top 10 Points I want to have addressed and request your responses. 1. South MoPac Project should reach from 5th street exit to LaCrosse Avenue. Project is too limited in scope from 290 to 360. 2. The entire City of Austin needs a Loop which circles downtown and heads traffic not only north and south directions but alternatives to travel east and west. Someone only has to marvel at this type of layout in most of the cities located in the United States of America. 3. For too long there's been a delay making the roads useable and this has sadly been promoted by city officials who serve the homeless rather than the tax payers who fund everything. This truly benefits homeless people but not the tax paying Texan who would like to travel around the city of Austin. 4. Reasons for delayed road improvements have been blamed on obscure wildlife which have more power over the plan than actual humans who need a plan to get around the city. Again the homeless live in opposition to making our roadways safe and useable. 5. People blame the growing population in Austin for traffic problems. The Blame Belongs To The City Planners. Even if the city doesn't grow and the population shrinks the road designs are so terrible that only bikes could get around and this type of transpiration is so unpleasant in 110 degree heat. 6. If the planners could use the existing road and narrow the shoulder like the MoPac North project is doing then travelers in South Austin would already have 5 lanes for traffic. The misuse of space only requires someone to repaint the lines on the existing road. 7. Putting toll roads in South Austin is not wanted especially when so much of our tax dollars go into the Austin Budget for road improvements. Toll roads are only a new way to mismanage our money. 8. Please stop decorating MoPac with plantings and use your common sense to widen the roads and make them drivable. 9. Why have we invested so much on sidewalks and bike lanes? This feature only benefits the homeless. 10. Employ the homeless people to work so they can have a job or place them in mental institutions so they can recover. Our streets have not been safe for the regular tax paying citizen for over 20 years.	RP-1, TES-1, D-1, TF-1, OOS-1
804	1/23/2025	Ryan Hough	As a lifetime Austinites, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
805	1/23/2025	Jen Rachid	The research shows us adding lanes actually just makes the traffic worse, has more of a detrimental environmental impact and for what? What is the point of putting our environment in more danger when it doesn't even solve the problem it's meant to. We would be putting a true gem like barton springs at major risk and all the cute creatures that call it home at risk for what?!?!? To save a little time on a highway and when the rearch shows it won't even do that. No time saved. Just more pollution. Do better. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
806	1/23/2025	Jaselle Valdez	A true local, begging the city to stay local and true to the city it's always been; a gorgeous green oasis in the heart of the hill country. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
807	1/23/2025	Michael Armstrong	Amongst everything said below … this is my home. Barton springs has been around my entire life. Think of the animals that need water. Think of the springs. Think of the natural beauty. That will ALL be disturbed and very likely destroyed. We, the Austin community, give an each you all will gladly take a mile. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
808	1/23/2025	Federico Moreno	ARE YOU GUYS OUT OF YOUR MIND!!!!?????? I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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809	1/23/2025	Gaby Benitez	As a born and raised Austinite and environmental scientist, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
810	1/23/2025	Chloe Crumley	As someone who is from Texas, I chose to stay in Austin and make it my home because of it's natural beauty that the city does an amazing job to protect. It is important to me to protect Barton Springs and keep this area sacred - as it is. Barton Springs remains one of the last wonders and jewels of not just Austin, but our state. We owe it to future generations not to make more problems, but find better solutions. Traffic is a problem, but a light rail or bike lanes are better answers than more cars, more congestion, and more pollution. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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811	1/23/2025	Katherine Squier	Dear Mopac South Project Team, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
812	1/23/2025	Madison Mosier	I am requesting increased public transit access in the south Austin area. Light rails, trams, and train are necessary. I reject the plan for more toll lanes, which increase cost of commuting for workers and families. Of course, the environmental impacts to this highway expansion will be detrimental to our community and ecosystem. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
813	1/23/2025	Tawny Villain	I have zero interest in more room for cars. We want improved public transit and protected green spaces! Are y'all fuckin' crazy? I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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814	1/23/2025	Asia Lockwood	I moved to and love Austin for the beautiful intersection of city and nature, with nature being the more important. We see it happening in so many ways already, don't add to the city losing its charm. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
815	1/23/2025	Adriana Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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816	1/23/2025	Adrienne Greenblatt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
817	1/23/2025	Alexis Aquirre	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
818	1/23/2025	alexis delvesco	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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819	1/23/2025	Alison Rosen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
820	1/23/2025	Alison Tripp	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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821	1/23/2025	Alison Whitworth	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
822	1/23/2025	Amanda Greytok	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
823	1/23/2025	Amber Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
824	1/23/2025	Amira Armstrong	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
825	1/23/2025	Ana Olleros	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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826	1/23/2025	Andrew Carr	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
827	1/23/2025	Ani Bradberry	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
828	1/23/2025	Anja Reissnecker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. Austin's public transit system is currently a joke. If we, as a city, spent as much time and money on expanding our public transit instead of on figuring out how to get more cars on the road, we could make a real difference in CO2 emissions and traffic control. More lanes = more traffic and more pollution... What if we expanded and upgraded the train system? What if we made our public transit system more accessible? What if it was genuinely feasible and logical to get around the greater Austin area without a car? I think it's time for Austin to be a harbinger of change. We're so fortunate to have such incredibly special and sacred gems in this city. As Austinites, it is our duty to protect this. As humans, it is our privilege to guard them.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
829	1/23/2025	Anna Flanigan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
830	1/23/2025	Annabelle Baskin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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831	1/23/2025	Aria Montanya	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
832	1/23/2025	Arista Ip	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
833	1/23/2025	Austen Shankle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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834	1/23/2025	Ava Pek	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
835	1/23/2025	Baylor Steele	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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836	1/23/2025	Berkeley Beauchot	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
837	1/23/2025	Brianne Gates	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
838	1/23/2025	Buddy Steele	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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839	1/23/2025	Caroline Rogers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
840	1/23/2025	Cassie Bills	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
841	1/23/2025	Cayla Womack	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
842	1/23/2025	Chris Chavez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Think of our children and the world we will be handing over to them. Preserve our land, preserve the beauty around us. We only borrow the Earth from those who come after us.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
843	1/23/2025	Christina Campbell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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844	1/23/2025	Christina Song	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
845	1/23/2025	Christopher Reynolds	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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846	1/23/2025	Cole Kendall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
847	1/23/2025	Cydney Holm	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
848	1/23/2025	Darien Hubert	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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849	1/23/2025	Deborah Marasco	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. As a transportation engineer myself, I have seen how adding lanes to the highway INCREASES traffic rather than decreases it. Mopac should not be expanded but rather the money should be put towards more effective traffic management solutions and increased public transportation which would not harm the natural resources in Austin or Edward’s Aquifer. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Please take into account the voice of the people of Austin and do not go against what we want.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
850	1/23/2025	delaney willing	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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851	1/23/2025	Denica Amador	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
852	1/23/2025	Eleanor Herasimchuk	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
853	1/23/2025	Elena Antenora	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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854	1/23/2025	Elena Reynolds	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
855	1/23/2025	Ella Speer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.\	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
856	1/23/2025	Ellie Wallace	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
857	1/23/2025	Elvis Clark	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
858	1/23/2025	Emilia Schmidt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
859	1/23/2025	Emily Johnston	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.]\	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
860	1/23/2025	Emma Zavala	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
861	1/23/2025	Erika Shepherd	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
862	1/23/2025	Estrella Vega	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
863	1/23/2025	Farrah Nobles	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
864	1/23/2025	Frances Huffaker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
865	1/23/2025	Gena Billeaud	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
866	1/23/2025	Georgia Ferguson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
867	1/23/2025	Grace Macicek	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
868	1/23/2025	Grace Myers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
869	1/23/2025	Grayson Cotham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
870	1/23/2025	Gwendolyn Berumen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
871	1/23/2025	Hailey Heal	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
872	1/23/2025	Halley Willcox	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I grew up going to Barton Springs and learned to swim there in the 90s as a child. Swimming with the ecosystem. Please consider this.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
873	1/23/2025	Hamilton Steele	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. 30 years ago I fell in love with Austin. Barton Springs and the greenbelt are a large chunk of what stole my heart. We must protect the natural beauty that makes Austin special. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
874	1/23/2025	Harrison Melder	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
875	1/23/2025	Heidi Schmalbach	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
876	1/23/2025	Ian Mershon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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877	1/23/2025	Ise Sharp	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
878	1/23/2025	Ivanna Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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879	1/23/2025	Jamie wellwarth	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
880	1/23/2025	Jane Perkins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
881	1/23/2025	Jarrett Wenzel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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882	1/23/2025	Jessica Martisen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
883	1/23/2025	John Flowers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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884	1/23/2025	Jonas White	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
885	1/23/2025	Jonathan Laing	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
886	1/23/2025	Josiah Sanchez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
887	1/23/2025	Julia Grant	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
888	1/23/2025	Juliana Boswell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
889	1/23/2025	Karla Hurtado	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
890	1/23/2025	Karlee LaGrappe	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
891	1/23/2025	Karsten Flanigan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
892	1/23/2025	Kasey Fowler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
893	1/23/2025	Kassandra Sandoval	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
894	1/23/2025	Kat Broyles	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
895	1/23/2025	Kate Green	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
896	1/23/2025	kate kavanagh	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
897	1/23/2025	Katherine Dannenmaier	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
898	1/23/2025	Katie Lee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
899	1/23/2025	Katie Young	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
900	1/23/2025	Kelsey Schmertz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
901	1/23/2025	Kenzie Greene	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
902	1/23/2025	Kristin Bramblett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
903	1/23/2025	Kristine Rudolph	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
904	1/23/2025	Laura Jorgensen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
905	1/23/2025	Laura Olvera	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Austin is famous for its natural wonders. The waters here draw millions of new people to the city every year. Don’t kill the golden goose, you fools. I sincerely hope you see how important it is that you protect your local environment. Please, please stop paving over this precious earth.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
906	1/23/2025	Laura Singleton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Why in the holy mother of god is this even a conversation or proposal? Barton Springs is a treasured landmark, a natural swimming pond, a cultural attraction and an incredible gift..... why why why would you want to take that away from us ? The people that love the city so very much. I raised my children in Barton Springs, I, along with a group of treasured friends do the polar plunge in Barton Springs every January 1st and my daughter sometimes swims there at 6:00 am when she comes home, visiting from London. I've even seen celebrities swim there like Jeff Bezos when he was preparing for his Blue Origin space ride. Barton Springs is loved by everyone, locals and visitors, please don't ruin our city so drivers can get somewhere quicker.	
907	1/23/2025	Lauren Beene	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
908	1/23/2025	Lauren Lamb	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
909	1/23/2025	Lily Balagia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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910	1/23/2025	Linda Zimmer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
911	1/23/2025	Lindsay Miller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
912	1/23/2025	Liv Tornbjerg	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
913	1/23/2025	Marcela Gomez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
914	1/23/2025	Marcela Ornelas	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
915	1/23/2025	Mari Bird	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
916	1/23/2025	Marielle Turner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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917	1/23/2025	Mary Murphy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
918	1/23/2025	Matt Schmertz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
919	1/23/2025	Maya Gangishetti	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Barton Springs is the heart of Austin and can not be replaced. Please don't rush such a large decision.	
920	1/23/2025	Megan Baker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
921	1/23/2025	Meredith Williams	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Please please please, from the bottom of my heart, don't do this. Please.	
922	1/23/2025	Mia De Leon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
923	1/23/2025	Molly Steele	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
924	1/23/2025	Monique Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
925	1/23/2025	Montana Wooten	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
926	1/23/2025	Murphy Carter	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Austin voters and those who love Austin -- which includes not only residents, but past residents, visitors, animals, birds, and every living thing -- want to protect Barton Springs and the surrounding area. The magic of Austin cannot be lost. Listen to the people who live here, love it here, and want to care for it.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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927	1/23/2025	Myles Cooley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
928	1/23/2025	Nadira Khoussinov	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
929	1/23/2025	Nancy Kinstler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
930	1/23/2025	Naomi Singleton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
931	1/23/2025	Natalia Camacho	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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932	1/23/2025	Natalia Palomo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
933	1/23/2025	natalie Longacre	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
934	1/23/2025	Nathan Cook	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
935	1/23/2025	Nicolette Wagner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
936	1/23/2025	Noah Binford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
937	1/23/2025	Noelle Kendziora	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
938	1/23/2025	paighton martel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
939	1/23/2025	Penny Halcyon	I submit this comment in OPPOSITION to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. Barton Springs is the gem of the city, and should be protected at all costs now and for generations to come! The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
940	1/23/2025	Rachael Cook	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
941	1/23/2025	Rosemary Datz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
942	1/23/2025	Russell Bond	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
943	1/23/2025	Sadie Seal	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I moved to this city in 2019 after visiting my siblings one summer. They showed me the beauty of Barton Springs, the Green belt, zilker park, and more. Those places are how I came to fall in love with this city. Without them I would never of moved here.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
944	1/23/2025	Sadie Wolfe	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
945	1/23/2025	Sarah Abraham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
946	1/23/2025	Sarah Duffy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Protecting Austin’s natural habitat is vital to protecting what makes this city so special. These are huge factors when considering making and keeping this city home. They are IRREPLACEABLE! Highways are a dime a dozen in this city. We urge you to consider the alternatives outlined here to ensure our great city remains as such.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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947	1/23/2025	Sarah Nation	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
948	1/23/2025	sarah popkin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
949	1/23/2025	Sarah Schiff	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
950	1/23/2025	Sasha Ortiz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
951	1/23/2025	shannon long	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
952	1/23/2025	Shannon Ratliff	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
953	1/23/2025	Shawna Murland	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
954	1/23/2025	Sigourney Lee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
955	1/23/2025	Sofia Duarte	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
956	1/23/2025	Sophia DeRuvo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
957	1/23/2025	stefania maso	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
958	1/23/2025	Steven Rastrelli	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
959	1/23/2025	Swava Hooks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
960	1/23/2025	Taylor Boudraux	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
961	1/23/2025	Teresa Martinez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
962	1/23/2025	Thomas Cole Moore	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
963	1/23/2025	Thomas Logan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
964	1/23/2025	Tiffanie Lanmon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
965	1/23/2025	Travis Fulcher	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
966	1/23/2025	Tripler Pell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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967	1/23/2025	Tristan Green	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
968	1/23/2025	Troy Thompson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. I further believe the funds would serve the public long term if held until a few upgrades in technology are live and in use, like self driving and more options for mass transportation like buses and trains. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
969	1/23/2025	Tyler Fox	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
970	1/23/2025	Vanessa Castro	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
971	1/23/2025	Victoria Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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972	1/23/2025	Virginia Montgomery	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
973	1/23/2025	Zachary Gil-Mata	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
974	1/23/2025	Belicia Luevano	Keep what makes Austin safe. The destruction of our water will turn away tourists and visitors. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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975	1/23/2025	Aleyenna Vega	Since moving to Texas 2/16/2024 I have made friends with Austin natives that were born and raised here. My favorite memories of this summer was enjoying Barton springs before and after work on or days off or even the morning after a night out hungover talking about what went on the night before. With the current situation in the country with the president and weather I feel as though losing Barton springs would simply destroy a vital part of what makes people love and feel happy in Austin. There are multiple highways through out Austin mopac being the one with the least amount of traffic! The focus should be aimed on the highways like 35 that have not yet been finished and has CONSISTENT traffic. It is move important to preserve our environment and the special things it gives us then people speeding and crashing on yet another Texas highway. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
976	1/23/2025	Lance Weihmuller	Stop building highways. We don’t need them, especially not near our precious natural resources and aquifers. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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977	1/23/2025	Leslie McCollom	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. This project is bad for transportation (bandaid for a very limited, at best, improvement in transportation, fir a relatively small number of people), and terrible environmental impacts.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2, PN-1
978	1/23/2025	Christoper Bray	My name is Christopher Bray and I live at [redacted] in the Rollingwood/ Westlake area. I and my business depend/s on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I’m primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion.	OOS-4, D-7, TN-1, ECO-1, D-6

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			2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
979	1/23/2025	Lauren Ballard	My name is Lauren Ballard and I own a home in the Rollingwood area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general- purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's	OOS-4, D-7, TN-1, ECO-1, TO-1

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			technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
980	1/23/2025	Elizabeth Bray	My name is Elizabeth Bray and I live at [redacted] in the Rollingwood/ Westlake area. I and my business depend/s on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The D28elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
981	1/23/2025	Elizabeth Bray	My name is Elizabeth Bray and I live at [redacted] live at [redacted] in the Rollingwood/ Westlake area. I and my business depend/s on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a	OOS-4, D-7, TN-1, ECO-1, TO-1

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			dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
982	1/23/2025	Gay Thompson	My name is Gay Thompson, and I work at Per Stirling Capital Management in the Westlake area. I and my business depend on accessing MoPac from Bee Cave Rd. or Loop 360. While I applaud your commitment to confronting the challenges of growth in the Austin Metro Area the current design makes the lives of residents, employees, and business owners using either artery significantly worse. I'm primarily concerned by the following: • Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes, the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. • The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated. • The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. • Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. • Additional expensive, imposing infrastructure in the 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts. Consequently, the I request that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, I request that: • Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future. • Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users. • Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360.	D-7, TO-1

Number	Date	Name	Comment	Response Code
			• The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street. Doing this would greatly alleviate risks to Austin High, improve rather than impede traffic flow from 360 to MoPac North, preserve the safety of drivers using Bee Cave Rd., and provide benefits to the entire community which will bear the brunt of construction delays, imposing infrastructure, and road noise.	
983	1/23/2025	Riley Bray	My name is Riley Bray and I live at [redacted] live at [redacted] in the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
984	1/23/2025	Ryan Frederick	My name is Ryan Frederick and I live at [redacted] in the Rollingwood area. Due to my travel and meeting schedule, I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave ROad or Loop 360, making their daily experiences more difficult. I'm primarily concerns by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
985	1/23/2025	Suzanne Newhouse	My name is Suzanne Newhouse and I am the owner of Inside & Out Organizing. I live and work in Westlake and travel to clients in Westlake and the greater Austin area. My business is reliant on accessing MoPac from Bee Cave Rd. or Loop 360 as well as accessing Bee Cave Rd. from MoPac. While I applaud your commitment to confronting the challenges of growth in the Austin Metro Area, the current design makes the lives of residents, employees, and business owners using either artery significantly worse. I'm primarily concerned by the following: • The current access to Bee Cave Rd. from Southbound MoPac express lanes will be eliminated. • Communities using either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes. • The entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop at Austin High. • The exit to Cesar Chavez from the express lane and the entrance to regular Northbound MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. • Exiting to Bee Cave Rd. from regular Southbound MoPac lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. Consequently, I request that the portions of the expressway between Loop 360 and Cesar Chavez be redesigned. Impacts on those coming from the West or East must be accounted for. Specifically, I request that: • Drivers entering MoPac from Loop 360 should have access to the Northbound express lane. TXDOT is spending over $200 million dollars over the next fifteen years to improve traffic flow along the corridor. It would be an absolute shame to execute on the current design, tying a gordian knot at the 360/Mopac intersection, when we have the chance right now to instead fix the intersection into the distant future. • Access to and from Bee Cave Rd. from regular MoPac lanes must not require merging with express lane users. • Travelers going South on the express lanes should still be able exit to Bee Cave Rd. rather than having to exit the express lanes south of Bee Cave Rd., then travel down the frontage road, and then use 360. • The current Northbound entrance point to the express lanes near 15th Street should not be replaced with an exit. Express lane drivers can exit to regular lanes at Cesar Chavez and still easily access Enfield Rd. They do not need an additional exit near 15th Street. Doing this would greatly alleviate risks to Austin High, improve rather than impede traffic flow from 360 to MoPac North, preserve the safety of drivers using Bee Cave Rd., and provide benefits to the entire community which will bear the brunt of construction delays, imposing infrastructure, and road noise.	D-7

Number	Date	Name	Comment	Response Code
986	1/23/2025	Mary Derner	I am a Travis Co resident living in Circle C and working downtown Austin	Comment noted
987	1/23/2025	Elizabeth Bray	My name is Elizabeth Bray and I live at [redacted] live at [redacted] in the Rollingwood/ Westlake area. I and my business depend/s on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
988	1/23/2025	Austin ISD via Jeremy Striffler	Thank you to the CTRMA team for including Austin ISD staff, students and families in the conversation. We appreciate the engagement and the multiple information sessions that were provided.	PI-5
988.01	1/23/2025	Austin ISD via Jeremy Striffler	The questions/concerns raised by the AISD community are centered on the following: 1) ensuring continued access to the pedestrian bridge over Lady Bird Lake;	TO-1
988.02	1/23/2025	Austin ISD via Jeremy Striffler	2) the potential impact on the 5th Street / Cesar Chavez Street ramp;	TO-2
988.03	1/23/2025	Austin ISD via Jeremy Striffler	3) minimizing the impact of construction on Austin HS, especially during regular school hours; 4) minimizing disruption to commute times across the City during construction, especially as it relates to District bus routes.	C-1, C-2, C-3
988.04	1/23/2025	Austin ISD via Jeremy Striffler	We look forward in the year ahead to seeing the results of the noise study, air quality study and the east/west traffic study	Comment noted.
989	1/24/2025	Austin ISD via Lynn Boswell	I'm writing to share public comment about the proposed MoPac South plan. My name is Lynn Boswell, and I am the Austin ISD Trustee for District 5, which includes many of the areas that will be impacted by this plan. I am writing as an individual trustee, not on behalf of the board. AISD's District 5 includes the Austin High School campus at MoPac and Cesar Chavez, as well as the portions of Austin ISD that border MoPac from 38th Street to just south of 290. That includes more than 5.5 miles of MoPac within the proposed MoPac South project area. I know both the area and the community around it well. The potential impacts and potential benefits of this proposed project would be felt by people who use MoPac to get to and from school in those areas, as well as by the Austin High community which students throughout that area attend when they reach high school. I appreciate CTRMA's work to engage the Austin ISD community during this process, and to include AISD staff during meetings. As a major stakeholder, it has been immensely helpful to have a seat at the table	TO-1, SF-1, C-1, TO-2

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			and to have CTRMA working to inform and engage our community, and to hear concerns and questions that the community has. As you know, many concerns center around the area closest to Austin High. As we have explained before, the concerns fall into several categories: TRAFFIC AT THE CESAR CHAVEZ RAMP The proposed project includes a major expansion of the capacity of MoPac. It also shows northbound toll lanes merging with the non-toll lanes just before the ramp at Cesar Chavez. That ramp carries traffic into downtown at the same time students are arriving for the school day. It is so close to Austin High that it essential wraps around the west and north sides of campus. The ramp is the view people have through the windows in the Austin High library. I recognize that the current proposed design mitigates a ramp that exits from the toll lanes directly into the area around Austin High. And we appreciate that response to concerns that were shared in earlier phases of the project development. However, the main concern remains with the current design – that the project will increase the volume of traffic on the ramp in ways that are likely to be deeply disruptive to traffic to and from the campus. That includes traffic for our school buses, for families dropping students off, for our educators and other staff, and for students who drive themselves to school – all of whom are relatively new drivers. I was encouraged to hear that a new traffic study is being explored. Given the growth of Austin and our metro region, it seems certain that the volume of traffic will be far larger than it was in 2015, when the last traffic study was done.	
989.01	1/24/2025	Austin ISD via Lynn Boswell	EAST-WEST TRAFFIC IMPACTS It's also crucial to understand the impact of east-west traffic – something that I understand is beyond the scope of this project. Given the fact that Austin High and the City of Austin share a major access point to downtown at the Cesar Chavez ramp, it seems crucial to have a clear understanding of the proposed project's impacts to east-west traffic – not only for the Austin High community and for Austin ISD school buses, but also for commuters and others that travel north to downtown on that route. STUDENT SAFETY NEAR AUSTIN HIGH Increased traffic brings increased risk to drivers and pedestrians. That risk is amplified when many drivers in the area are young – relatively new to being behind the wheel, and already navigating a complicated system of roads, ramps, and turnarounds near Austin High. The area also includes many pedestrians and cyclists, both before and after school – students who are dropped off in the area, or who walk or bike to campus from their homes. If the project moves forward and traffic increases, we hope there will be clear plans for improving safety for students and others who walk and cycle in the area that will be impacted.	TO-2, TO-1
989.02	1/24/2025	Austin ISD via Lynn Boswell	AIR QUALITY Austin High is a high school by a highway – in an area that is already impacted by pollution and emissions from the cars, trucks, and trains that travel on the roadway and railway. Every day, students play tennis, practice sports, and rehearse for marching band outdoors. Every day, they are exposed to pollutants in the air while their bodies, hearts, and lungs are working hard. And that risk will only increase if traffic increases with additional capacity on MoPac. I appreciate comments indicating that a new air quality study is being planned. Thank you for that. I ask that it include a study of particles down to sizes small enough to meet the most current best practice for health. That's important for the entire community. But it is especially important for growing bodies that spend a great deal of time exercising outdoors.	AQ-1
989.03	1/24/2025	Austin ISD via Lynn Boswell	NOISE Thank you, too, for commissioning an updated noise study. I recognize that a new design that eliminates a double decker bridge is expected to reduce likely noise. Like any high school, the campus is used for learning, testing, performances, and other activities that would be deeply impacted by increased noise. I will look forward to learning more about the study when it is completed.	TN-1, TO-1
989.04	1/24/2025	Austin ISD via Lynn Boswell	ACCESS As you have heard from the community, many students are dropped off on the south side of the river under the MoPac bridge, where they use the pedestrian bridge to cross to and from the Austin ISD campus. That benefits families and students coming from the south who have shorter commutes to school. And it benefits the larger community by significantly reducing the number of cars that must cross the river on MoPac. I recognize that is a concern for a future phase if the project moves forward, not for this one. Still, I appreciate your awareness of this use and your consideration of that if the project moves forward. Thank you for your work to engage the public and for the chance to share this public comment. Truly, Lynn Boswell	WQ-2, SCI-2, C-1, C-2, C-3
990	1/24/2025	Julia Roadman	Hello - as one of the houses located on the west side of Mopac in Circle C, just south of the greenbelt and just north of LaCrosse, I am very disappointed in the drastic noise increase from the original Mopac extension project. The scope of the original Mopac project plan included a sound wall that would extend further north of where the current wall ends. However the sound wall extension was declined by the parks department. Even though our houses were ultimately negatively affected by the increased noise levels, we were not given a vote on whether to extend the wall. The increase in traffic noise (especially because it reflects off of the longer wall that was built on the east side of the highway) is profound and greatly diminishes our outdoor quality of life. As part of the new project, we would like the opportunity to revisit a sound wall extension on the west side of Mopac to help protect our homes from the greatly increased highway noise. Thank you for your consideration.	TN-1
991	1/24/2025	Anonymous	i dont like the idea of this development	Comment noted.
992	1/24/2025	Daniel Goodwin	Firstly, Barton is the soul of this city. Anything that could happen to endanger it should be avoided at all cost. I want my kids to be able to enjoy the clean, crystal clear water without having to worry about any more chemicals than we already do. Is it really worth it? Secondly,	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
993	1/24/2025	Mellik Gorton	I visited Barton Springs in the summer of 2024. It was the one outing I would get on my work trip. I was blown away by the Springs. For context, I grew up in CT where water is abundant. Living now in Denver where a body of water to escape the heat is pretty impossible. It briefly had me considering a move to TX. Being a person who studied urban planning and environmental science, I thought how strange a place like this could exist, something preserved and protected, nice things are never for the public. The next day the keynote at my conference was a prof from UT talking about Barton Springs and TX changing climate. He confirmed my suspicions, that the springs don't get to exist from coincidence, but rather an organized public that fought hard to keep it preserve. He discussed the ecological and spiritual benefits that humans have been receiving from these springs for millennia. He continued to show satellite imagery of from the last 20yrs, TX is only getting hotter and more unlivable, preserving these ecological gems is essential to the benefit of human health and the environment. I am in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. MoPac South expansion poses a threat to the environmental integrity of creeks and public spaces along its 8-mi stretch, ie.Barton Springs, Lady Bird Lake, the Hike & Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac expansion violates the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton, an endangered species habitat for the Austin Blind & Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton will contaminate this habitat and directly harm these species. These harms can be avoided with a more modest-scaled upgrades to MoPac. The study fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of MonP	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
994	1/24/2025	Trace Holt	I am submitting this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. SAVE OUR SPRINGS, STOP THE MOPAC EXPANSION BEFORE IT STARTS!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
995	1/24/2025	Santana Lopez	I am submitting this comment in opposition to the proposed expansion of MoPac South. I, along with many others in my community, strongly urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
996	1/24/2025	Eric Zapffe	I am writing to oppose the South MoPac Expansion Project due to concerns about its necessity, effectiveness, and environmental impact. Studies have consistently shown that adding more lanes to highways often leads to induced demand, where increased capacity eventually results in more traffic rather than less. Additionally, with the ongoing improvements to I-35 aimed at serving the growing south corridor, this project seems redundant. The funds earmarked for this expansion could instead be used for projects that address Austin’s future needs more sustainably, such as enhancing public transit options or investing in infrastructure for emerging technologies like self-driving vehicles. Cities like Denver and Portland have successfully expanded their public transit systems to reduce reliance on personal vehicles, which could serve as a model for Austin.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Moreover, the environmental risks of this project cannot be overlooked. Barton Creek is not only a natural treasure but also a vital ecosystem that supports Barton Springs, Lady Bird Lake, and Austin's overall green infrastructure. According to environmental studies, increased construction and runoff could lead to sedimentation and pollution, threatening water quality and biodiversity. Losing these resources would compromise the natural beauty and recreational spaces that define Austin's character. Given the lack of evidence that this project would improve quality of life and the substantial risks it poses to our environment, I urge the council to explore alternatives that align with Austin's values of sustainability and environmental stewardship. Let's focus on preserving what makes Austin unique while planning responsibly for its future.	
997	1/24/2025	Tabitha Buckner	I live in the area and this is of utmost importance to me and the quality of life of people and wildlife in Austin! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
998	1/24/2025	Molly Purcell	I moved to Austin from southern CA specifically to get away from traffic. More lanes means more traffic and more smog. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
999	1/24/2025	Abigail Berner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1000	1/24/2025	Adry Castilleja	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1001	1/24/2025	Alec Krieg	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1002	1/24/2025	Alicia Romariz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1003	1/24/2025	Anikka Lekveb	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I would also like to state that in a climate of extreme climate events, building for continued car use is NOT the answer. The people of Austin deserve well funded, affordable alternatives to car travel. Barton Springs is one of the most important ecological characteristics of Austin. DO NOT do anything to harm this beautiful natural ecosystem.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1004	1/24/2025	Bella Riffle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1005	1/24/2025	Britlyn Keller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1006	1/24/2025	Carl Nagel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1007	1/24/2025	Carla Samford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1008	1/24/2025	Carlos Monterroso	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1009	1/24/2025	Caroline Poff	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1010	1/24/2025	Carter Helmi	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1011	1/24/2025	Cat Lee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1012	1/24/2025	Christine Hartley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1013	1/24/2025	Claudia Goldsmith	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Barton Springs is too precious to loose!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1014	1/24/2025	Colleen Ketchum	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. It is in direct opposition to the spirit of Austin and the joy found in shared, clean outdoor spaces. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1015	1/24/2025	Conner Redden	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1016	1/24/2025	Courtney Hooper	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1017	1/24/2025	Danielle Hargett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1018	1/24/2025	David Griscom	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1019	1/24/2025	Diana Pelayo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1020	1/24/2025	Diego Miro	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1021	1/24/2025	Elena Savastano	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1022	1/24/2025	Emilie Crimmins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Protect Barton Springs. Protect the wildlife that call it home. Protect what makes Austin beautiful and special.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1023	1/24/2025	Emmett Mushock	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1024	1/24/2025	Eric Gilley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1025	1/24/2025	Erin Eubanks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1026	1/24/2025	Faith Brown	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1027	1/24/2025	Gabriela Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1028	1/24/2025	Grace Weiss-Heltzen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Save our Springs! In 1,000 years time no one will be in awe of the new highway, but the nature has always brought us wonder. Maybe watch Ferngully before you bulldoze natural habitats. Don't be evil.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1029	1/24/2025	Gracen Daniels	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1030	1/24/2025	hailey thompson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1031	1/24/2025	Hanna Franklin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1032	1/24/2025	Hannah Tysor	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1033	1/24/2025	Imi Wallis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1034	1/24/2025	Jack Littlejohn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1035	1/24/2025	Jacob Ahmed	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1036	1/24/2025	Jasmine Peralez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1037	1/24/2025	Joshua Sandoval	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1038	1/24/2025	Julia Booker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1039	1/24/2025	Karolina Sferle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1040	1/24/2025	Katie Oquinn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1041	1/24/2025	Kendal Zemanek	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1042	1/24/2025	Kim Simpson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1043	1/24/2025	Kristina Kokkonos	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1044	1/24/2025	Laura Griffin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1045	1/24/2025	Madeleine Graham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1046	1/24/2025	Madison McLaughlin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1047	1/24/2025	Megan brown	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1048	1/24/2025	Melissa Roetker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1049	1/24/2025	Melissa Siebert	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1050	1/24/2025	Nancy Littlejohn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1051	1/24/2025	Nathan Caban	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1052	1/24/2025	Niki DuBois	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1053	1/24/2025	reilly wyman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1054	1/24/2025	Roseanne Bokelmann	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1055	1/24/2025	Samia Abu-Shawish	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1056	1/24/2025	Sara Del real	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1057	1/24/2025	Scott Pollack	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1058	1/24/2025	taft mashburn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1059	1/24/2025	Taylor Davis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1060	1/24/2025	Tierney Kersey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1061	1/24/2025	Tony Beardmore	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1062	1/24/2025	Victoria Vega	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1063	1/24/2025	Vivian Nguyen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1064	1/24/2025	William Roy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1065	1/24/2025	Yanne Diogenes	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1066	1/24/2025	Zorina Tomlinson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1067	1/24/2025	Lauren Johnson	PLEASE DONT DO THIS! It is not worth the environmental destruction of Austin’s most sacred natural area!!! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1068	1/24/2025	ELIZABETH BEZANSON	I can't believe what one hand is doing with respect to I35, while the other wants to make the same ruinous mistakes across town on MoPac. So that it too becomes an expensive failure. MoPac works fine. Leave it alone. Let your cronies find some other grift than roads (and dams, and schools ...).	Comment noted.
1069	1/24/2025	Joelle Beisner	As a long-time citizen of Rollingwood, I appreciate the opportunity to comment on the MoPac South Environmental Study and Recommended Build Alternative in conjunction with Virtual Open House Number 6. I have been following the proposed this development since its inception, and am disappointed that many of the concerns that we have expressed in our most recent letter and in previous communications haven't been addressed. The following comments are based on our review of the Recommended Build Alternative, Alternative 2C, and the other materials provided for this open house and are made in addition to the city's numerous previous comments and feedback given on this proposed project. My family and I have significant concerns about the project's current design, particularly regarding its impact on Rollingwood and surrounding communities. They include: East/West Traffic Issues East/west traffic is a real problem in the City of Austin, and particularly in this area of town. Residents and businesses in Rollingwood and neighboring areas rely on connections between arterial roads and MoPac. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area.Please strongly consider that you will be creating more of a problem with your proposed "solution" . East/west traffic impacts into project goals, evaluation criteria, and design. Regaining Access to and Exits from MoPac Express Lanes The current proposal eliminates critical express lane access and exit points for Rollingwood and neighboring communities. Residents and commuters who rely on Bee Cave Road, Rollingwood Drive, and Loop 360 to access the northbound MoPac express lanes will face severe challenges. The removal of the Enfield Road express lane entrance and the introduction of the Cesar Chavez loop create convoluted, unsafe routes, significantly increasing travel times and congestion in local neighborhoods. Similarly, access to Bee Cave Road from the southbound MoPac express lanes is eliminated under the current design, which will create a significant log jam for many commuters that take this to access their homes in Lakeway and beyond. This forces traffic onto already-congested local roads as a route to exit the express lanes, exacerbating safety issues and creating bottlenecks at intersections like Lake Austin Boulevard and Redbud Trail. Maintaining direct, safe access and exit points to express lanes in both directions for those originating on or exiting to Bee Cave Road is essential to support regional and local traffic flow. Noise and Light Pollution The City of Rollingwood opposes the inclusion of elevated lanes. Alternative 2C is described as "two express lanes with elevated ramps near Barton Skyway." The elevated bridge structure begins at Bee Cave Road and stands to introduce considerably elevated noise and light pollution in the area. The additional lighting required for elevated infrastructure is a of concern and noise pollution, already a challenge due to proximity to MoPac, will also worsen as sound propagates from elevated structures. We strongly advocate for including noise and light mitigation as critical evaluation criteria and urge reconsideration of alternatives which avoid elevated lanes in proximity to Rollingwood. Significant Traffic Hazard at Northbound MoPac Entrance at Bee Cave Road The proposed design creates a hazardous overlap where the northbound express lane exit to Cesar Chavez intersects with the northbound general-purpose lane entrance at Bee Cave Road. This configuration forces drivers entering MoPac at Bee Cave Road to merge across two lanes of traffic to continue northbound, avoiding exits for Cesar Chavez or 5th Street. This results in a dangerous crisscross pattern and a potential bottleneck, significantly increasing the risk of collisions and trafficcongestion. Consideration of the Intersection at Bee Cave Road and MoPac The current proposal does not include any improvements to the intersection of Bee Cave Road and MoPac. We strongly believe that any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. Treating these as separate processes risks creating a disjointed system where the intersection and highway fail to function seamlessly together. Unclear Schematics The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. Several new elements, including the connection between the MoPac South and MoPac North projects, are introduced for the first time in this proposal but are neither clearly highlighted nor adequately explained. Additionally,	OOS-4, D-7, TN-1, ECO-1, TO-1

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			multiple ramp relocations are proposed within the Cesar Chavez to 360 corridor, also for the first time, yet the schematic depicts both the current ramps (in the underlying photo image) and the proposed ramps in a confusing manner. As a result, the materials provided do not enable the average person, especially those not closely involved in the project, to fully understand the proposal or its impact on traffic flow. Recommendations To address these concerns, we recommend the following actions: · Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring local residents and businesses are not disproportionately affected by increased congestion. · Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. · Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. · Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. · Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. · Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details. In conclusion, the City of Rollingwood is in favor of improvements to MoPac and appreciates CTRMA for its efforts to enhance regional mobility. However, we believe that a thoughtful and inclusive 3 approach is necessary to ensure that all communities, including Rollingwood, benefit from these changes without facing disproportionate burdens. By addressing our concerns related to east/west traffic flow, access to and exits from the MoPac express lanes, noise and light pollution, the traffic hazard at the northbound MoPac entrance at Bee Cave Road, the Bee Cave Road and MoPac intersection, and ensuring clear and accessible project materials, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration. The citizens of Rollingwood are eager to see a design that improves regional mobility without disproportionately impacting our residents, businesses, and those that travel through Rollingwood daily. Thank you! Joelle Beisner	
1070	1/24/2025	Roxanne McKee	My name is Roxanne McKee. I have lived in Rollingwood for over 28 years and previously served as its mayor and a City Council member. While I greatly appreciate your dedication to addressing the challenged associated with growth in the Austin area, in my opinion, the proposed design poses significant difficulties for the great many residents, employees, and business owners who rely on Bee Cave Road or Loop 360. I wish to echo the concerns identified by the Cities of Rollingwood and Westlake Hill and the Eanes School District. In particular, the concerns include the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1071	1/25/2025	Brian Bonnet	I don't want a toll road on South Mopac in any fashion. Please do not use the public funds of Austin, TX to fund a project to build one.	TF-1
1072	1/25/2025	Jason Arbaugh	While I do support an expanding mobility infrastructure for Austin, this do not support the theft of roadways to covert them to Toll Roads. The land for MoPac has already been purchased by taxpayers. Converting it to a Toll Road is theft of a limited resource from those who have already paid for it. If CTMRA wants to build a toll road, go purchase the land for the corridor and do it. But DO NOT STEAL our land to do it. We won't have room to expand it in the future.	D-5
1073	1/25/2025	Nancy Meyer	I live in Nebraska, but visit your state often because my children and grandchildren live there. Austin is one of my favorite places in Texas, and it's also where we have some good friends. I was disappointed to learn that you are planning to expand MoPac South, and especially because you intend to do so without a comprehensive Environmental Impact Statement. Austin is a nationally and internationally known city. People like my husband and I know and like the area due to its abundant natural beauty. That attraction does not have anything to do with driving on larger roads, and everything to do with seeing wildlife, green spaces, parks, lakes and the like. None of that will come back once it is paved over. We have a saying in Nebraska: "Concrete is the last crop any field ever sees." What a terrible legacy that creates for the future. Please, find a better way to deal with Austin's traffic needs than destroying the green spaces I want for my grandchildren.	ENV-1
1074	1/25/2025	Anonymous	Public transportation should be considered as a long term commuting solution. This is a reasonable alternative to expanding the highway in order to accommodate traffic for up to two decades before reassessing and beginning studies for further highway expansion.	TRA-1
1075	1/25/2025	Brett Keenan	I vehemently oppose this expansion as do the majority of Travis County residents as Hays County is well aware given the the objection of the Travis County Commissioners Court. We will stand in opposition to this project until it is withdrawn. Please don't Houston my Austin.	Comment noted.
1076	1/25/2025	Scott Pollack	The expansion of Mopac is unwarranted and detrimental to the environment. Adding lanes will not decrease usage and will not reduce traffic. It would be wise to invest in comprehensive public transportation to reduce vehicle usage and to have any long term positive impact for the community.	TRA-3, Alt-3
1076.01	1/25/2025	Scott Pollack	Any changes to the fragile Edwards and Barton Springs environmental areas should be lead by non-partisan non-elected academic and scientific motivations and backed by a majority of the home owners in the immediate vicinity.	PI-3
1077	1/25/2025	Shari Overstreet	Some of he alternative builds (2C) look better than the recommended builds as long as access to Mopac is still allowed via the feeders that currently exist. If taken away, that becomes challenging for those living close to current entrance ramps.	Comment noted
1077.01	1/25/2025	Shari Overstreet	HOWEVER, I noted the "time savings" that might be achieved if this project is done. It hardly looks like enough savings to justify most of this project. Therefore, I would encourage you all to focus on more forward-thinking transportation alternatives rather than to further disrupt Mopac. Thank you.	Alt-5, TRA-1, TRA-2, TDM-1, BP-1
1078	1/25/2025	Matthew Arth	I support building an express variable toll lane on MoPaC South. I would strongly encourage y'all to consider including a ramp from 360 onto northbound MoPac because the current lack of a dedicated ramp causes significant traffic backups on westbound 360.	D-1
1079	1/25/2025	Austin Clementine	Loop 1 is a highly sensitive environmental area. Especially, along the section of Barton Skyway-Enfield. The projected plan for working on the Loop 1 area is not okay for the residents and environment who have lived in the area for decades, and centuries. The plan for the Mopac area needs to be put on the back burner immediately. There are far more area to focus on. Please let the natives and the locals tend to their passageways.	ENV-1, RP-1
1080	1/25/2025	Karen Kreps	I oppose this unnecessary development. Adding lanes only increases traffic. I live right by where express lanes will be added on Spyglass Dr. This noisy disruption should not be implemented.	Comment noted.
1080.01	1/25/2025	Karen Kreps	he public comment period has been buried in the dead of winter and is not well managed.	PI-1
1080.02	1/25/2025	Karen Kreps	I demand that a full environmental study be carried out. The public deserves a say in the future of our city and the preservation of our unique wild spaces left and the watershed we are watching recede. If we let this slip by, we risk permanent damage to some of Austin's most precious places.	ENV-1

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1081	1/25/2025	Bill Russell	The City of Rollingwood has already submitted feedback on the proposed MoPac extension. I have resided in the city of Rollingwood for over 30 years, and I share their concerns and agree with the recommendations that they put forth in their letter. Please give their comments due consideration.	Comment noted.
1082	1/25/2025	Barrett Ruemping	Please reconsider this project, to avoid an unnecessary expansion of the highway through areas that are environmentally sensitive and culturally important to our city.	Comment noted.
1083	1/25/2025	Marisa Lemus	Im submitting this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1084	1/25/2025	Daniel Haghjou	As an environmental specialist, with a masters degree in sustainability management, I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1085	1/25/2025	Blake Zimmerman	I submi this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1086	1/25/2025	Alexandra Bates	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1087	1/25/2025	Ann Glenn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1088	1/25/2025	Ann Leifeste	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1089	1/25/2025	Anna Nugent	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1090	1/25/2025	Blair Howerton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1091	1/25/2025	Brady Pringle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1092	1/25/2025	carys anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1093	1/25/2025	Deanna Pastel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1094	1/25/2025	EMMANUEL MENDEZ MARTINEZ	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1095	1/25/2025	Jade Aubin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1096	1/25/2025	Jerrit Rawlings	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1097	1/25/2025	John Valdez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1098	1/25/2025	Josselin Sanroman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1099	1/25/2025	Kayla Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1100	1/25/2025	Kristina Leezer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1101	1/25/2025	Laura Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1102	1/25/2025	Lisa Stone	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1103	1/25/2025	Makayla Nguyen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1104	1/25/2025	Manasseh Jones	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1105	1/25/2025	Marcela Torres	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1106	1/25/2025	Nadine Berns	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1107	1/25/2025	Ojas Patel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1108	1/25/2025	Peyton Gittings	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1109	1/25/2025	Sofia Ramirez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. There is traffic in all major cities. There is only one Barton Springs. I know people who have lived here for years and all they want is better public transportation. That's what a city like this NEEDS.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1110	1/25/2025	Whitney Rodriguez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1111	1/25/2025	Lisa Stone	I strongly oppose the proposed expansion of MoPac South and urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a thorough and comprehensive Environmental Impact Statement (EIS). This EIS must fully evaluate the environmental consequences of MoPac South expansion, including its potential impacts on: Environmental Integrity: The expansion poses a significant threat to the ecological health of vital natural resources, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Increased noise, air pollution, and polluted runoff will severely impact the use and enjoyment of these public spaces. Groundwater Quality: The expansion directly violates the Save Our Springs Initiative (SOS) Ordinance, which protects the vital groundwater that feeds Barton Springs. Increased impervious cover and construction activity will inevitably contaminate this critical habitat for the endangered Austin Blind Salamander and Barton Springs Salamander. Cumulative Impacts: The current study fails to adequately address the cumulative impacts of the expansion when considered alongside the recently approved extension of SH 45 SW to I-35. This highway extension will fundamentally alter the character of MoPac South, transforming it into a major truck route and significantly increasing traffic volumes. The EIS must fully account for these cumulative impacts on air quality, noise levels, and water quality. Prioritize a "Low-Build" Alternative The CTRMA must prioritize a "low-build" alternative that focuses on affordable and effective improvements to the existing roadway. This approach should emphasize: Bottleneck Resolution: Address traffic congestion through targeted improvements at key chokepoints. Enhanced Signage: Improve traffic flow and reduce congestion through clearer and more effective signage. Public Transit Investment: Strengthen and expand public transportation options along the MoPac corridor to reduce reliance on private vehicles. Conclusion The potential environmental damage from MoPac South expansion is unacceptable. A comprehensive EIS and a focus on a "low-build" alternative are essential to ensure the long-term sustainability and environmental integrity of this vital corridor for both residents and visitors.	ENV-1, WQ-1, SCI-2, WQ-1, C-5, ICI-1, RP-2, Alt-6, D-1, TRA-1, Alt-4
1112	1/26/2025	Emily Gatlin	I've reviewed the online exhibits and, in general, don't have any concerns or negative feedback. However, I've lived in Austin since 1990 and all that time (except my years at UT) has been in South Austin, so I've lived through the elevation of 290 out to Oak Hill and all the changes and extensions of Mopac as a highway south of the green belt. It's always seemed to me that when these projects are completed, they fix one problem and create another - namely huge bottlenecks. I don't necessarily see these plans creating additional bottlenecks, but I am requesting that an evaluation of potential bottlenecks being created is included in your studies. I'd also like to take this opportunity to communicate to CTRMA to PLEASE fix the southbound bottlenecks between 290 and Davis. I have sent communication regarding this at least a couple times before. Northbound was improved by the addition of the auxiliary lane between Davis and William Cannon, but it's my understanding the southbound side did not get an auxiliary lane due to environmental concerns, even though construction impact seems very minimal. Even so, it appears to me as a layperson that the massive bottlenecks just past the William Cannon exit and again the one created with traffic from William Cannon getting on Mopac near the Costco could be fixed with re-striping the lanes using the existing pavement and with no	D-2

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			additional construction. Thank you for your time and attention to these requests.	
1113	1/26/2025	Beth Bond	Widening MoPac by eight lanes in some places would be a huge mistake. This plan has been criticized by environmentalists, transit advocates, Travis County commissioners and Austin City Council's Mobility Committee – the voices who should be heeded.	PI-5
1114	1/26/2025	Robin Arnold	We live in Circle C adjacent to Slaughter Creek Park. We strongly encourage you to complete the noise reduction wall along Mopac over Slaughter Creek. The noise pollution from the vehicles currently makes it unbearable to be in our backyards at times	TN-1
1115	1/26/2025	Eva	The proposed time we would save from this proposed highway expansion doesn't justify the irreversible damage to our environment, water quality, and community spaces. I strongly oppose it's expansion.	ENV-1 , Alt-5
1116	1/26/2025	Ansel Herz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Why in the holy mother of god is this even a conversation or proposal? Barton Springs is a treasured landmark, a natural swimming pond, a cultural attraction and an incredible gift..... why why why would you want to take that away from us ? The people that love the city so very much. I raised my children in Barton Springs, I, along with a group of treasured friends do the polar plunge in Barton Springs every January 1st and my daughter sometimes swims there at 6:00 am when she comes home, visiting from London. I've even seen celebrities swim there like Jeff Bezos when he was preparing for his Blue Origin space ride. Barton Springs is loved by everyone, locals and visitors, please don't ruin our city so drivers can get somewhere quicker.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1117	1/26/2025	AJ Flores	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1118	1/26/2025	Audrey Sandifer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1119	1/26/2025	Aura limon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1120	1/26/2025	ava Hiatt-burchard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1121	1/26/2025	cara gonzales	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1122	1/26/2025	carrie bernard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1123	1/26/2025	Christian Wenck	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1124	1/26/2025	David Hixon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1125	1/26/2025	Deborah Cunningham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1126	1/26/2025	Dee Eloff	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1127	1/26/2025	eden acosta	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1128	1/26/2025	emma may	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1129	1/26/2025	Evelyn Lee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1130	1/26/2025	Fiona Duffy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1131	1/26/2025	Haley rdz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1132	1/26/2025	Hannah Wescott	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1133	1/26/2025	idalia meshoulam	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1134	1/26/2025	jada garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1135	1/26/2025	Jane Deaton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1136	1/26/2025	Jenna Jacobs	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1137	1/26/2025	Julia Brandt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1138	1/26/2025	Kallie Eller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1139	1/26/2025	Kayla Smith	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1140	1/26/2025	Kira Berry	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1141	1/26/2025	Kyan Blacklock	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1142	1/26/2025	Lauren L'Amie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1143	1/26/2025	Margaret Ologban	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I have lived in the Austin area my entire life and have this to say.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1144	1/26/2025	mio r	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1145	1/26/2025	Peter Hagerty	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1146	1/26/2025	Sputnik Thompson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1147	1/26/2025	Tam Bell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1148	1/26/2025	Tara Ugiansky	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1149	1/26/2025	Tracy Harp	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I am a resident of Barton Hills and an Austin High School parent and I strongly oppose the plan to widen MoPac South. I urge you to find a better way to manage congestion that better preserves school safety, clean water, and the jewel that is the springs and green belt.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1150	1/26/2025	Trinity Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1151	1/26/2025	Vida Byers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1152	1/26/2025	Vy Huynh	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1153	1/26/2025	Will Becker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1154	1/26/2025	ysabel Smith	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1155	1/26/2025	Dale Weisman	I strongly oppose the proposed MoPac South expansion and urge the CTRMA to conduct a thorough Environmental Impact Statement (EIS) to fully assess its environmental effects before continuing with this massive project. As part of this review, I recommend prioritizing a "low-build" alternative that focuses on cost-effective improvements, such as addressing bottlenecks, upgrading signage, and enhancing public transit. The planned expansion threatens key environmental and recreational resources along its 8-mile route, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Increased traffic noise, air pollution, and runoff from the highway will degrade these spaces and diminish their value to the community. The project also violates the Save Our Springs (SOS) Ordinance, which Austin voters approved to protect Barton Springs and the endangered Austin Blind and Barton Springs Salamanders. The increased impervious surface from this expansion upstream of Barton Springs will contaminate critical groundwater flows,	ENV-1, Alt-6, Alt-4, ENV-1, Alt-6, WQ-1, RP-2

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			jeopardizing both the habitat and the species it supports. These risks can be avoided by opting for smaller-scale roadway improvements. Additionally, the study fails to address the cumulative impacts of extending SH 45 SW to I-35, recently approved by Hays County. This extension will transform MoPac South from a local parkway into a western loop and I-35 bypass, increasing traffic volumes and intensifying air, noise, and water pollution in Austin. Ignoring this interconnected project underestimates the long-term consequences of the proposed expansion of MoPac South.	
1156	1/26/2025	Dale Weisman	I strongly oppose the proposed MoPac South expansion and urge the CTRMA to conduct a thorough Environmental Impact Statement (EIS) to fully assess its environmental effects before continuing with this massive project. As part of this review, I recommend prioritizing a “low-build” alternative that focuses on cost-effective improvements, such as addressing bottlenecks, upgrading signage, and enhancing public transit. The planned expansion threatens key environmental and recreational resources along its 8-mile route, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Increased traffic noise, air pollution, and runoff from the highway will degrade these spaces and diminish their value to the community. The project also violates the Save Our Springs (SOS) Ordinance, which Austin voters approved to protect Barton Springs and the endangered Austin Blind and Barton Springs Salamanders. The increased impervious surface from this expansion upstream of Barton Springs will contaminate critical groundwater flows, jeopardizing both the habitat and the species it supports. These risks can be avoided by opting for smaller-scale roadway improvements. Additionally, the study fails to address the cumulative impacts of extending SH 45 SW to I-35, recently approved by Hays County. This extension will transform MoPac South from a local parkway into a western loop and I-35 bypass, increasing traffic volumes and intensifying air, noise, and water pollution in Austin. Ignoring this interconnected project underestimates the long-term consequences of the proposed expansion of MoPac South.	ENV-1, Alt-6, Alt-4, ENV-1, Alt-6, WQ-1, RP-2
1157	1/26/2025	David Bench	I recommend the following actions: · Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring local residentsand businesses are not disproportionately affected by increased congestion. · Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. · Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. · Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. · Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. · Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project’s technical details.	OOS-4, D-7, TN-1, ECO-1, TO-1
1158	1/26/2025	Maggie Broglio	My Name is Maggie Broglio and I live in the Rollingwood neighborhood. I depend on access to and exits from the MoPac both regular access and the express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the design poses significant challenges for the residents of Rollingwood and I am very concerned about the detrimental impact of this expansion on our community and surrounding areas. 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Furthermore, I am extremely concerned about the environmental impact to the Zilker Nature trails and greenbelt. Countless animal, bird and plant species inhabit the area and they will inevitably be negatively impacted by the construction process as well as the encroachment of their habitat. My family and so many others spend time hiking those trails and enjoying the natural setting that we are so lucky to have so close to downtown Austin. I literally walk on the trails several days a week. It is a treasure and one of the main reasons we chose to live in Rollingwood. Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1159	1/27/2025	William H Torpey II	A little background on me is that I have lived in Austin since 1966. I remember back when MoPac only went from 6th Street to Bee Caves Road. Over the years, I have seen MoPac grow in length, however, it always seemed to get extended or upgraded northward long before the same was done southward. My Father has a saying that goes like this, "When I am King of the World, I am going to do…" Well, I would like to paraphrase it, by saying, "When I become the MoPac Road Engineer, I a going to do…" Although, in the past, I used to take MoPac, from Davis Lane to US183SB, to get to and from work. However, since about 2020, I started to only go from Davis Lane to the flyover for US-290 Eastbound (EB) then to TX-71EB and up US-183NB. I go the same way in reverse to get home, however, I occasionally exit at Slaughter Lane or go to TX-45S, 1. I get on MoPac Northbound from Davis Lane. As it is now, I must change from the #3 lane to the #2 lane before I get to the William Cannon exit. After the William Cannon exit, I must move back to the #3 lane to take the US-290EB flyover. When I go to work around the 0330, it makes little difference to the traffic flow. During morning rush hour traffic, it causes many unnecessary lane changes that affect orderly traffic. I feel that the onramp from Davis Lane should flow continuously to the US-290E flyover. 2. In Figure 1, below, is the area of Northbound MoPac just before the US-290EB flyover. About 15 feet before the guardrail starts, the roadway was built so that rainwater would flow off the right-hand side of the road and into the bar ditch. It would appear, that every time there was heavy rain, the silt would run off into the grass. Then the grass would grow up through the silt. This cycle has continued for at least 20 years. Now, when there is heavy rain, the silt and grass become a dam and cause a puddle to extend into the #2 lane. I know that that puddle will happen every time there is heavy rain, and I prepare for my 8,000-pound truck to partially hydroplane there. I am sure that it has surprised many unsuspecting drivers, though. As am emergency measure, the area near the shoulder should be dug out so that the water will flow into the bar ditch. A permanent solution would be to install a concrete spillway that would allow the silt and water to flow all the way into the bar ditch. Figure 1 MoPac NB South of US-290EB Flyover 3. Now, to go Southbound, from US-290WB to MoPac Southbound, the flyover becomes the #3 lane. Some of the vehicles, from the flyover, will be exiting at	D-2, D-1

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			William Cannon, but at the same time, vehicles in the #2 lane (that crossed over US-290W) will, also, be trying to take the William Cannon exit. Due to the Frontage Road bridge, over Wiliamson Creek, the on/off ramp is very short. I don't know how many accidents have occurred there, but I have seen many almost occur there. If the #1 lane, on the Frontage Road, was required to enter the onramp, and then a flyover exit that starts just south of the US-290 lane and ends in the #1 lane of the Frontage Road (see Figure 2,) this could alleviate some of the congestion that occurs there. Figure 2 MoPac SB South of US-290 Main Lanes 4. For some reason, when MoPac Southbound was built, someone thought it was a good idea to force the #1 and #2 (that crossed the main lanes of US-290W) merge on the William Cannon Bridge, but the vehicles that took the US-290WB to Loop 1SB flyover should get their own lane. The three southbound bridges (William Cannon, Latta/Convict Hill, footpath from Dick Nichols Park) before Davis Lane are wide enough to have three travel lanes. The roadway between the bridges should be widened into the median. If this were done, the #1 and #2 lanes would not be forced to merge, and the lane started at the end of the US-29WB to Loop 1SB would continue until forced to exit at Davis Lane. This could help alleviate the traffic jams around William Cannon. 5. The offramp for Loop 1SB to Slaughter Lane should begin immediately after the Davis Lane bridge. This way, vehicles exiting at Slaughter Lane would no longer be slowing down in the mail lanes of MoPac. 6. In the future, it may be necessary to widen the bridges over Davis Lane and continue the three lanes all the way to TX-45.	
1160	1/27/2025	Richard Noster	While I recognize improved regional mobility is important, I continue to hold serious concerns regarding the MoPac South expansion project and believe it will not achieve that goal for a variety of reasons. Environmental Concerns. This expansion occurs over highly environmentally sensitive areas. It impacts some of the most enjoyed and heavily visited recreational spots in urban Central Texas: Butler Hike and Bike Trail, Lady Bird, Lake, Austin Nature & Science Center, Botanical Gardens, and those crown jewels, Barton Springs Pool and Zilker Park. The plans proposed in Build Alternative 2C include major expansion of elevated lanes and impervious cover directly through or near these sites and continuing on through large swaths of watershed. The negative impact on water quality, air quality, and increased noise and light pollution can not be dismissed, and assurance of remediation can not be accepted with a full environmental impact statement that delineates all of these hazards.	WQ-1, AQ-1, TN-1, ECO-1, CR-2
1160.01	1/27/2025	Richard Noster	Traffic Movement Concerns. The proposed plans seem to have concentrated only on moving people from north/south directions. If CTRMA is indeed about improved mobility in Central Texas then there needs to be better accommodations for those who transit east/west. Much of the current design makes east/west movement much more difficult for citizens in southwest quadrant communities like Rollingwood, WestLake Hills and Bee Cave, and may increase congestion on neighborhood roads. Increased congestion is also an issue around Austin High School campus.	PN-1, OOS-4, D-7, TO-2
1160.02	1/27/2025	Richard Noster	Exit/Entrance Concerns. After finally improving the southbound MoPac entrance from Bee Cave Road, the current design proposals seem to recreate many of the same problems in the form of short expanses to merge or change lanes in order to access a needed entrance/exit at several points up and down MoPac. The access points at Bee Cave, Enfield, Cesar Caves and Capitol of Texas all look like potential problems for safety and congestion.	D-3
1160.03	1/27/2025	Richard Noster	Aesthetic/Quality of Life Concerns. At a time when cities around the country are removing elevated roadways, (think San Francisco, Seattle, Portland, Milwaukee, and AUSTIN, TEXAS to name a few) it is incredible to realize CTRMA's best plan for improving MoPac includes any additional elevated sections.	OCO-2, OCO-4
1160.04	1/27/2025	Richard Noster	And if MoPac improvements are predicated on improving traffic congestion, why are no HOV lanes included in the plans?	Alt-3
1160.05	1/27/2025	Richard Noster	I do not support the Alternative Build Plan 2C without the completion of a full Environmental Impact Study (EIS) or improved design options for moving traffic eat/west from southwest side communities. I believe in its current form Alternative Plan 2C provides too little improvement for too large a number os serious tradeoffs.	ENV-1, OOS-4
1161	1/27/2025	City of Austin via Cody Stone	Attached are Mopac South Open House #6 City of Austin comments. We appreciate the ongoing coordination to address mobility in Austin. The attached letter and links below include comments across multiple City of Austin departments. The links below include detailed comments on the proposed schematic (Attachment A) and additional comments by the Austin City Council from Resolution 20241212-066 (Attachment B). AttachmentA_MPS OH6 RBA Schematic_20250127.pdf AttachmentB_Resolution No. 20241212-066.pdf Please review and we can assemble City reviewers to meet and discuss the comments. Let me know if there are any issues downloading the links – they are	PI-5

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			too large to send as an email attachment. The City looks forward to the continued coordination with CTRMA on Mopac South. Thank you and your staff with Central Texas Regional Mobility Authority (CTRMA) for your work on the Mopac South Project. On behalf of City of Austin, we appreciate the ongoing coordination between agencies to address the mobility challenges in Austin. The Mopac South public engagement Open House #6 presented by the CTRMA is a selection of a recommended alternative from the alternatives presented in 2022. Since the 2022 presentation of alternatives, CTRMA has updated traffic models, refreshed the environmental study, and evaluated alternatives. The City of Austin (City) has been working cooperatively with CTRMA on this project since 2013. As such, there have been several City requests for inclusion and/or consideration in project development. In 2022, an aggregate of these requests was provided to CTRMA in a technical memorandum. Many of these requests still apply and will be referenced in this document. In summer 2024, City representatives across multiple departments met with CTRMA and other stakeholders as part of a series of technical working groups. In those meetings, the City supplied several technical requests to be incorporated into the evaluated alternatives. The CTRMA team was able to incorporate many of these requests, however, other requests remain outstanding in the proposed schematic. The City has reviewed the CTRMA Mopac South recommended alternative and developed this technical memorandum to summarize general comments across multiple City departments, including Transportation and Public Works (TPW), Parks and Recreation (PARD), Austin Water, Watershed Protection, Economic Development (EDD), Historic Resources, and Austin Energy. Detailed comments are also included in an Attachment A for ease in review. Attachment B, Resolution 20241212-066, contains additional comments by the Austin City Council. Collectively, these are the official City comments to Open House #6. City Council passed Agenda Item 066 on December 12, 2024, included as Attachment B, which identifies the need to collaborate on refinement of the Mopac South project to align with mobility and environmental plans; collaborate with interagency partners on a creation of a Project Connect Southwest Austin action plan, including a park and ride facility location on Mopac South; and submit official City comments to Open House #6. City staff has been directed to deliver a written update to Council on a Project Connect Southwest Austin action plan by May 2025. We have organized our official Mopac South Open House #6 comments into several subareas, including: • Safety and Operations • Transit • Bicycle and Pedestrian Accommodations • Park Impacts • Storm Water and Environmental • Utilities The City remains ready to work toward a project that reflects the goals of our adopted Austin Strategic Mobility Plan, Austin Climate Equity Plan, and the Project Connect System Plan. We would like to build upon the collaboration completed on CTRMA's SH 45 Southwest project, which included Best Practices for environmental compliance, exceeding industry standards and offering innovative engineering design concepts. Thank you for the opportunity to work with your project team on improving the proposed project.	
1161.01	1/27/2025	City of Austin via Cody Stone	Safety and Operations The City is committed to our Austin Strategic Mobility Plan goals, including those most directly impacted by the Mopac South project : safety, commuter delay reduction, travel choice, sustainability, health, economic prosperity, and innovation. We request that safety be added to the goals of the project and evaluated with options as the recommended alternative is refined. It is vital that we design for safety and provide for safe access to and from Mopac, manage frontage road speeds and intersections with the local street network, and encourage multi-modal use of the transportation corridor.	SF-1
1161.02	1/27/2025	City of Austin via Cody Stone	Comments related to safety and operations are included on the schematic in Attachment A. Key items are summarized below: • To access the northbound Mopac Expressway express lane from Bee Caves Road, Barton Skyway, or Loop 360, drivers will have to exit on Cesar Chavez Street heading east, route around Austin High School/WAYA fields at low-speed turns, travel west on Cesar Chavez Street, and subsequently enter the northbound Mopac express lane tunnel. Please assess potential conflicts with local high school traffic and mitigation strategies. • While there is an entry point to the northbound Mopac express lane north of the Loop 360 and South Mopac interchange, the access to that entry point will	D-7

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			be before the northbound general purpose entrance ramp from Loop 360. This makes the entry point unusable by drivers coming from Loop 360. Please evaluate if there is opportunity to provide access to the express lanes directly from Loop 360. A new entry ramp for the southbound express lanes will combine with the exit ramp for general-purpose lanes for Bee Caves Road, requiring those who want to enter the express lane heading south and those wanting to exit to Bee Caves Road from the regular lanes to conflict in a weave section. There is no improvement to the ultimate exit for Bee Caves Road. Drivers will still be required to cross all the lanes quickly to get to Bee Caves Road.	
1161.03	1/27/2025	City of Austin via Cody Stone	• At several right-turn locations, the City requests smart right geometric design, including raised crosswalks, to slow vehicles at the conflict point with vulnerable users (bicycles, pedestrians, scooters). This includes standards in the TxDOT Roadway Design Manual (RDM) for angle of entry, lane width, and raised crosswalk components. • Several cross streets have widths larger than necessary for vehicle turning movements. The City requests modified roadway geometry at wide cross street connections, including Tamarron Boulevard and Spyglass Drive to promote slower speeds and turns across the shared-use path (SUP). • At the William Cannon Drive interchange, the southbound dual-right turn with a throughright lane should be removed as it creates dual threat conflict points with the SUP crossing. • At the Barton Springs Road SUP crossing, a new pedestrian hybrid beacon (PHB) should be included to meet Federal Highway Administration (FHWA) pedestrian crossing guidelines. Alternatively, a grade separation would better align with long-term City goals. • The City requests pedestrian level lighting be included at undercrossings where the bridge deck is being expanded, including the Crenshaw Bridge, Butler Trail, and Johnson Creek Trail.	D-1
1161.04	1/27/2025	City of Austin via Cody Stone	• The City requests coordination on construction staging areas and impacts to parking - the area of impact, timing, duration, and any permanent parking impacts. This includes areas below Mopac on the north and south side of Lady Bird Lake.	C-2, C-6
1161.05	1/27/2025	City of Austin via Cody Stone	Transit CTRMA has communicated their assurance that transit service will be able to operate on the proposed express lanes. This commitment is also stated in the overall project purpose to “improve operational efficiency” and “create a dependable and consistent route for transit”. To achieve this stated project purpose, it is critical that CTRMA coordinate with our regional transit providers on their plans for future transit service on the corridor to incorporate transit infrastructure into the project that improves customer access to transit and facilitates efficient transit operations to, from and along the corridor. Rider Access Park and rides act as a transition point between commuters and transit in suburban areas, providing area drivers, pedestrians, and cyclists with a centralized location to access bus service and encourage transit use. Since the initial Mopac South project development in 2015, Austin voters have approved Project Connect, thereby creating a dedicated source of funding to build and operate a robust, high-capacity transit system including opportunities for park and rides and express bus service. In alignment with the adopted Project Connect System Plan, this project must support rider access to transit that will operate on the Mopac South corridor. This will be facilitated by the project’s proposed direct connection from US-290 west to the express lanes; the Oak Hill Park and Ride on US-290 is served by an existing CapMetro Flyer route and may be served by a future MetroRapid route (the Menchaca Oak Hill Rapid) pending execution of funding agreements between CapMetro and Austin Transit Partnership. Additionally, in coordination with the City and CapMetro, CTRMA should integrate a park and ride near South Mopac and Slaughter Lane into the project scope. This aligns with the proposed Wildflower Park and Ride shown in the Project Connect System Plan, and would support future express bus service on the corridor. CapMetro is currently developing the agency's 2035 Transit Plan; any existing and potential new bus routes on the South Mopac corridor will be evaluated for phasing and implementation during this process. Transit Operations Transit must offer fast travel speeds to be a competitive alternative to driving. Integrating infrastructure into the Mopac South project that prioritizes fast, efficient transit operations to, from and along the corridor will encourage more people to ride transit and ensure that the project achieves its stated purpose. The City requests that the following facilities be integrated into the project to improve transit operations: • The latest CTRMA schematic includes a general-purpose cloverleaf southbound access ramp from westbound W. 6th Street to southbound Mopac. The City requested this ramp in tandem with providing dedicated transit only left-turn access from westbound to southbound at the Atlanta Street/Lake Austin Boulevard traffic signal. The City requests that access to the existing southbound entrance ramp be designated for transit-only to support efficient transit	TRA-1, TRA-2, D-1

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			operations and remove general-purpose access ramp redundancy. • In the City's 2022 comments, the City asked that CTRMA develop a transit-only ramp connection from W. 6th Street to the northbound Mopac express lanes as part of the interchange reconfiguration that will be required to support this project. The City requests that this transit-only connection be analyzed for feasibility as part of this project. o[image] Similarly, when considering a potential park and ride at the south end of the express lanes, transit only access to and from the express lanes should be considered. • The City requests that CTRMA evaluate the feasibility of a transit-only bypass lane along the exit ramp approaching West 5th Street, plus a dual right turn onto West 5th Street (one general purpose lane, one transit-only lane) to expedite transit operations from the Mopac South corridor to the existing shared bus-bike lane on West 5th Street.	
1161.06	1/27/2025	City of Austin via Cody Stone	Bicycle and Pedestrian ADA Path Accessibility and Shared Use Path Connectivity The City expects that safe and ADA accessible routes are provided on both sides of the corridor and at all streets crossing TxDOT right-of-way within the project limits. Along the project, the SUPs are generally providing this function, but safe, accessible, and comfortable multimodal (SUP width) crossings of the highway should be provided. All cross streets in these limits are part of the City's Council-adopted All Ages and Abilities Bikeway network. The City is requesting SUP connections through Southwest Parkway, Davis Lane, Loop 360, US 290, and Latta Drive. Detailed comments on the schematic are included in Attachment A. In addition, W. 5th Street and W. 6th Street should be assessed for the creation of an accessible route. During the North Mopac Express Lane project this was discussed between agencies but was ultimately deferred to the Mopac South project. Recognizing the overall area of construction impact, the City requests an accessible path be provided for each street crossing location. There have been ongoing discussions between the City and the CTRMA team on the continuous SUP connections north/south along the length of the project. The City requests that SUP be added on the west side of the corridor between Gaines Ranch Loop and West William Cannon Drive, as discussed at technical working group meetings. This section of SUP, the Y-Oak Hill to Barton Creek/Mopac (YBC) trail adopted in the City's mobility plan, is important so that the path does not abruptly end at Gaines Ranch Loop without offering pedestrians and cyclists an alternative path other than using the travel lane. This has been a known safety issue for the City and TxDOT. Past discussions between agencies led to an agreement to incorporate this segment into the CTRMA Mopac South project. Shared Use Path Width In the City's 2022 comments and 2024 technical working group meetings with CTRMA, the City requested 12' SUPs and as much setback from the roadway as possible, meeting or exceeding American Association of State Highway and Transportation Officials (AASHTO) 5' setback wherever possible. Since cross sections do not show SUPs, the City requests an updated schematic showing these details that we can review to ensure compatibility with our adopted plans. It appears several SUP locations do not meet this width or setback and could be accommodated within corridor constraints. Shared Use Path Design Parameters and Designation The following are City-requested best practices in design of the SUP: • Alignment should follow smooth transitions that aim for an 18-mph design speed. • SUP crossings at driveways are preferred at the back of right-of-way. SUP, sidewalk, and the buffers from the roadway should be shown in existing and proposed typical cross sections, as is standard on TxDOT projects. • If feasible, avoid switchbacks for SUP on southeast corner of the Loop 360 interchange. • When placing bridge columns, avoid conflicts with existing trails. • When new bridges are proposed, the City requests the cross sections align with our Austin Strategic Mobility Plan (ASMP) street network and existing trails be upgraded to the latest standards. • SUP alignment through smart right-turn geometry that allows movement at bicycle design speeds, optimal sight distance, and raised crosswalks for slowing of conflicting vehicle traffic. • Update the schematic linework to differentiate between SUP and sidewalk as each are defined differently in the federal design documents and usage and design treatments differ as well.	BP-1, ROW-1, D-1

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1161.07	1/27/2025	City of Austin via Cody Stone	Systems Development and Overlapping Projects The Mopac South corridor overlaps with several current and future City projects. As part of the ongoing collaboration between CTRMA and the City, it is critical that the proposed alternative align with these projects to build the transportation network most effectively and efficiently. Comments related to transportation systems and overlapping projects include the following: • Please include existing typical sections for frontage road and proposed SUPs. We also request typical sections for cross street overpasses/underpasses that are proposed to change or have bridge replacements. • The proposed Loop 360 (Walsh Tarlton project) pedestrian and bicycle facilities as represented in dashed lines should be shown in schematics to illustrate how Mopac will connect to these planned facilities. SUP should connect from these facilities east-west across Mopac where there are existing ped ramps and signals but no safe and accessible path. SUP should connect to the existing trail to the Mopac Mobility Bridges as well as along the southbound frontage road to the Greenbelt trailhead parking. • The City will be constructing SUPs along both sides of William Cannon Drive. These should be retained or replaced in-kind. Please show the proposed design from the William Cannon Drive corridor project to ensure appropriate tie-ins. • The Violet Crown Trail connection on the northwest corner of the William Cannon Drive interchange is currently under construction and should be shown on the schematic as work done by others. • TxDOT is developing a Rollingwood Drive/Andrew Zilker Road signal design that is expected to let in January 2026 for construction - please include the proposed signal and tie-in SUP to proposed design. • If new cross street bridges are being designed, please include SUPs on each side of the street to match our adopted mobility plan.	PI-5
1161.08	1/27/2025	City of Austin via Cody Stone	Park Impacts Zilker Park Access The City requests that the Mopac South CTRMA team continue to coordinate on Zilker Park access and proposed infrastructure adjacent to the park. Construction easements and proposed right of way should be reviewed in detail to minimize access disruptions and environmental impacts (including tree impacts, noise, and vibration). Park Facilities The City requests that park boundaries be shown and labeled on the proposed schematic. The Barton Creek Greenbelt, Violet Crown Trail, Lady Bird Johnson Wildflower Center, Austin Nature Center, Austin Botanical Gardens, Zilker Park, Lady Bird Lake, and other trail and park facilities along the corridor are vital natural resources and recreational areas for the City. Zilker Park is now in the National Registry for Archeological and Historical and PARD is actively updating the historical registry with locations within the park. CTRMA should continue to work with PARD to avoid, minimize, and mitigate impacts during construction and as part of the proposed ultimate design plan. Economic Development The City requests continued coordination with EDD on desired public art installation locations along Mopac and placemaking opportunities. Historic Resources The City requests coordination with our Historic Resources Department to identify and coordinate any impacts to historic properties along the project. As mentioned in the Park Impacts section of this report, Zilker Park is now registered as a historical landmark in the National Register for Archeological and Historical. There are several other historical landmark locations along the corridor that should be assessed during the NEPA process and coordinated to remove or mitigate any impacts.	CR-1, CR-2, C-6
1161.09	1/27/2025	City of Austin via Cody Stone	Storm Water and Environment The Mopac South project traverses many of the most environmentally sensitive areas of Austin. The City requests all prior comments related to avoiding, minimizing, and mitigating environmental issues, including storm water quality and quantity, endangered species, Karst features, and other environmental concerns be incorporated into ongoing efforts. The City has previously requested: • Water Quality – velocity, surface elevation, and quantity be included in analysis.	WQ-1, TES-1, PI-5

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			• Bridge impacts to the FEMA map as potential Letter of Map Revisions (LOMRs). • Necessary soils in area to avoid erosion. • Historic dye tracing/groundwater analysis. • Karst faunal surveys presence/absence. • Endangered species surveys. The City requests close coordination between CTRMA and the Watershed Protection Department to ensure that standards beyond standard TxDOT highway design projects to achieve a superior environmental project. This approach was completed on SH 45 SW to produce a regional project with environmental stewardship.	
1161.1	1/27/2025	City of Austin via Cody Stone	Utilities The CTRMA project team has been closely coordinating with Austin Energy and Austin Water on utility conflicts and upgrades along the impacted corridor. There should be continued coordination to avoid conflicts. Comments from Austin Energy and Austin Water include thefollowing: • Identify conflicts between Austin Energy lines with proposed wishbone express lane ramps. Any conflicts should be coordinated and determined whether they will require conversion to underground lines. • Austin Water provided a list of large diameter crossings for both wastewater and water lines. They should be consulted on any conflict to determine whether there would be a desired replacement, relocation, or upsizing of pipes. • Austin Water has an ongoing project to relieve the lift station near Skunk Hollow, north of Loop 360, and would be interested in partnering on this improvement where it overlaps with the Mopac South project limits. • Water crossings and pipe sizes would require an evaluation of appropriate sizing and methods of addressing any conflicts. Specifically, there are two large crossings at Loop 360 and Davis Lane to be reviewed for any potential conflicts. Austin Water and Austin Energy can review CTRMA developed utility conflict matrices in detail upon project development. We appreciate the ongoing agency coordination to address the mobility challenges in Austin and look forward to continued collaboration toward a project that reflects Austin's ASMP and ACEP goals.	PI-5
1162	1/27/2025	Leigh Ziegler	Please look for alternative options to adding lanes to Mopac and resist adding impervious cover to the heart of Austin South which holds the most viable residential and greenspace near downtown. Help to preserve the lifeblood of Barton Springs, Zilker Park and the trails as well as the livelihood of nearby residences. At some point it may be necessary to add a single lane to each side but at this time please consider all alternatives coordinated with plans for I-35 and give attention to the value, character and ecology that draw so many to the area. Find another way!	Alt-1
1163	1/27/2025	Rethink35 via Miriam Schoenfield	Thank you for accepting our input as part of the public comment period for the forthcoming study of MoPac South from Cesar Chavez Street to Slaughter Lane. Rethink35 is a grassroots organization advocating for sustainable and efficient regional transportation in Central Texas as alternatives to highway expansions. Highway expansions in urban areas are an outdated approach to urban planning, designed predominantly around the use of personal vehicles. As we've seen for decades, this car-centric model does not scale well with population growth and has consistently worsened congestion through induced demand, while also contributing to climate change, premature death, worsening air quality, decreased transportation safety, and lower quality of life. Expanding MoPac South would be the wrong direction for our region. While we applaud including bike lanes and providing a congestion-free transit route, adding 4-6 lanes of vehicle traffic is incompatible with key City of Austin transportation and sustainability goals. We support Austin City Council's call for a project that does not increase vehicle miles traveled or greenhouse gas emissions.1 We also echo the calls from Travis County for a full Environmental Impact Statement that includes a thorough study of alternatives, and comprehensive air quality and water quality analysis.2 The last study was done in 2015, and the city's visions for land use and transportation have changed significantly enough to warrant a new consideration of alternatives.	ICI-1, PI-5, Alt-5, ENV-1 , D-7, AQ-1, WQ-1, AQ-2
1163.01	1/27/2025	Rethink35 via Miriam Schoenfield	Expanding MoPac South would result in: ● Higher rates of vehicular-related deaths and life-changing injuries in crashes. ● Increases in air, noise, and water pollution and the resulting impacts on human health due to the increased number of cars on the road. People living near a highway, particularly children, the elderly and other vulnerable citizens, are at increased risk of asthma, impaired lung function, cardiovascular morbidity, dementia and premature death.3 Expanding MoPac South will significantly increase traffic within the airshed of Austin High School, thereby increasing those	SF-1, AQ-1, TN-1, WQ-1, TES-1, CR-2, TF-1, TRA-4, TRA-1, EL-1

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			risks for students and staff.4 ● An increase in carbon emissions in the midst of a climate emergency, as declared by Austin City Council on August 8, 2019. Heightened psychological stress and reduced overall quality of life related to driving on a complex and dynamic highway, or walking and biking near such a roadway. ● Induced suburban sprawl, which, in the long term, generates insufficient tax revenues to pay for the infrastructure required to sustain it. ● Violation of the City of Austin plans and goals, including TxDOT's Road to Zero goals and the City of Austin's Strategic Mobility Plan (ASMP), Vision Zero goals, Street Design Guide, Imagine Austin Comprehensive Plan, Great Streets Master Plan, and climate goals as set forth in Austin City Council Resolution 20140410-024. ● Environmental damage to Barton Springs, which is an important asset to the city, drawing people from as far away as San Antonio. Barton Springs is also the only home of the Barton Springs Salamander and Austin Blind Salamander, both of which are endangered. Runoff from construction will pollute the pool, and could lead to significant harm to these two endangered species. ● Large sums of taxpayer money wasted when the funds could instead be spent on beneficial projects, including improved public transit, walking, and bicycling. ● Running counter to the will of voters, who on November 3, 2020, approved Project Connect, clearly indicating their desire for alternative mobility options to driving. ● A long period of construction-related pollution and disruption for no clear long-term benefit. These harms are not hypothetical outcomes – they have been the near-universal outcome of highway expansions across the US for decades, especially those located in urban areas. The enormous opposition from the community and elected officials to expanding I-35 through Austin shows how at odds such expansions are with public sentiment.	
1163.02	1/27/2025	Rethink35 via Miriam Schoenfield	Instead of expanding MoPac South, we call for a project that accomplishes the following: ● Increases access to transit, walking, and bicycling. ● Reduces Vehicle Miles Traveled. ● Eliminates serious and fatal crashes. ● Improves water quality and reduces all forms of air pollution, including soot pollution (PM2.5), in the project area. ● At a reasonable period of time after the project is complete, study the project's outcomes using the above goals as metrics. It's time to stop using flawed traffic modeling based on driving as the default to justify endless highway expansions that produce unpleasant and unsafe life experiences. Instead, CTRMA should work with the community to create a positive and sustainable path forward. We envision a future for Texas that is free of the obligation to own and operate a vehicle and provides a range of safe, convenient, and accessible transportation options. We hope CTRMA will lead the way towards a transportation future that can meet the needs and desires of central Texans. We hope you will carefully and sincerely consider our feedback.	Alt-4, PN-1, WQ-1, AQ-1, SF-1, PI-5, RP-1
1164	1/27/2025	Stuart Robertson	I am submitting this comment to express my opposition to the proposed expansion of MoPac South and to urge the CTRMA to prepare a thorough Environmental Impact Statement (EIS) to evaluate all environmental consequences of the project. I also ask that the CTRMA, as part of an EIS, prioritize a "low-build" alternative that emphasizes affordable and straightforward roadway improvements, such as addressing bottlenecks, enhancing signage, and expanding public transit options. The proposed MoPac South expansion threatens the environmental health of numerous creeks and public spaces along its 8-mile route, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Increased noise, air pollution, and highway runoff will diminish the use and enjoyment of these cherished areas. Additionally, the MoPac South expansion would violate the Save Our Springs Initiative Ordinance, which Austin voters overwhelmingly passed to protect local environmental standards. The SOS Ordinance mandates the preservation of groundwater flows essential to Barton Springs, the habitat for the endangered Austin Blind and Barton Springs Salamanders. Construction and increased impervious cover from this project, located immediately upstream of Barton Springs, will contaminate these flows, harming both the salamanders and their habitat. These impacts could be avoided by pursuing smaller-scale improvements to MoPac. The current study also neglects to address the cumulative impacts of connecting SH 45 SW to I-35, a project recently approved by Hays County. Once built,	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			this segment will fundamentally alter MoPac South from a local parkway to a western loop accommodating increased truck and car traffic. By failing to evaluate these cumulative impacts and the additional traffic they will bring to MoPac South, the study underestimates the air, noise, and water quality consequences of the proposed expansion.	
1165	1/27/2025	Alison Baucom	I am writing to oppose the proposed expansion of MoPac South and urge CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to thoroughly assess the environmental and community impacts of this project. As part of the EIS, I strongly encourage CTRMA to prioritize a low-build alternative that emphasizes affordable and practical upgrades—such as fixing bottlenecks, improving signage, and enhancing public transit—instead of a costly and damaging highway expansion. The proposed expansion threatens the ecological health and public enjoyment of critical spaces along MoPac South's 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek Greenbelt. Increased noise, air pollution, and runoff from the expanded highway would degrade these natural and recreational areas, which are central to Austin's identity and well-being. Furthermore, the expansion would violate the Save Our Springs (SOS) Initiative Ordinance, a vital local standard approved overwhelmingly by Austin voters to protect Barton Springs and its endangered species—the Austin Blind and Barton Springs Salamanders. Expanding the highway upstream of Barton Springs would increase impervious cover, introducing harmful pollutants into the groundwater that sustains this sensitive habitat. These risks can be avoided by pursuing smaller-scale improvements to the existing roadway. Lastly, the current study fails to address the cumulative impacts of extending SH 45 SW to I-35, which Hays County recently approved. This extension would fundamentally alter MoPac South's character as a local parkway, turning it into a western loop handling more truck and car traffic. Ignoring these inevitable changes in traffic patterns and their resulting impacts—on air quality, noise levels, and water resources—grossly underestimates the damage this project would cause. I urge CTRMA to reconsider the scope of this project and focus on solutions that protect Austin's environment, endangered species, and cherished public spaces.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1166	1/27/2025	Aidan Perez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1167	1/27/2025	Audrey Way	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1168	1/27/2025	Ava Vasquez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1169	1/27/2025	Briana Smith	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1170	1/27/2025	Chloë Peterson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1171	1/27/2025	Diego Rojas	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1172	1/27/2025	Gillian Renner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1173	1/27/2025	Grace Harris	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1174	1/27/2025	Grace Turner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1175	1/27/2025	Guillermo Lozano	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1176	1/27/2025	Gwendolyn Ellis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1177	1/27/2025	Jake Ciccarello	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1178	1/27/2025	jason Ellis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1179	1/27/2025	Jill Hanners	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1180	1/27/2025	Josie Michna	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1181	1/27/2025	kamdin montagne	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1182	1/27/2025	Kyra Brown	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1183	1/27/2025	Lauro Reveles	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1184	1/27/2025	Lillian Wall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1185	1/27/2025	Lillian Wall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1186	1/27/2025	Lindsay hagblom	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Please respect the environment we love and enjoy here. I’m so tired of beautiful land and water disappearing. Leave it alone!!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1187	1/27/2025	Lucy Bowie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1188	1/27/2025	Luke Duncan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1189	1/27/2025	Madelynn Rasco	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1190	1/27/2025	Marisa Lipscher	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1191	1/27/2025	Matthew Fox	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1192	1/27/2025	Monica Arce	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1193	1/27/2025	Myla Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1194	1/27/2025	nava marsden	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1195	1/27/2025	Peter Cook	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1196	1/27/2025	peyton shindler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1197	1/27/2025	Reed Mack	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1198	1/27/2025	Rob Tranchin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1199	1/27/2025	Sadie Anomalous	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1200	1/27/2025	Samantha Mohler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1201	1/27/2025	Sierra Chapa	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1202	1/27/2025	Simon Cottam	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1203	1/27/2025	Sophia Marin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1204	1/27/2025	Syd Weaver	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1205	1/27/2025	Sydney McBurnett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1206	1/27/2025	vegas borrelli	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1207	1/27/2025	Yousuf Moosa	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1208	1/27/2025	Mel Perez	I was born and raised in Austin. Barton springs is one of my favorite places to go. There is no real need to disrupt the area and endanger the salamanders. Please don't! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1209	1/27/2025	Emanuele Olivieri	In addition to the very relevant and important comments below, it is imperative to understand why Austin is a hub of growth when so many other cities are struggling to attract new residents. Austin possesses unique and valuable features, such as barton springs, which this project would endanger. The result of this would negatively affect the massive influx of new resident, and ultimately hurt the economy that this project is in part trying to help. If this plan goes forward, austin will head down a path of rapid urbanization that will destroy the features that make it such an attractive city. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1210	1/27/2025	Galen Herz	Please hear me out as a concerned citizen. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1211	1/27/2025	Lena Golden	Water is life. This action would be detrimental to our local and unique ecosystem. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1212	1/27/2025	Jennifer Vacca	We will not let this happen! Just like Save Zilker we will organize :) I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1213	1/27/2025	Kate Csillagi	As a daily Barton Springs swimmer, native Austinite, and a current south Austin resident in the thick of this proposed expansion, I am appalled that there has not been deeper considerations of alternatives. I will be directly impacted by this project in many daily situations. Where are the low-impact alternatives? Why are there so many missing details from the presentation about the ACTUAL number of lanes being added and the full impact to the environment and its inhabitants? What this says to us as constituents and taxpayers, is that there is more emphasis and importance placed on those profiting from this project than those benefitting from the transit "improvements". I submit this comment in VEHEMENT OPPOSITION to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. We will be experiencing YEARS of construction traffic and impaired air in hopes of paying tolls to sit in 5 minutes less of traffic... at some point in the future. It doesn't add up. Listen to the people who live here, we don't want this. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with more modest-scaled upgrades to MoPac. These local beauties are indicator species for pollution—meaning their health reflects the health of the entire ecosystem, and the soul of our city Barton Springs. Furthermore, your presentation fails to mention both of the salamanders by name and refers to them as general "cave species". These endangered species are indicator species -- they show us we have failed at preserving our water quality and the entire ecosystem when their numbers start to decline.	Alt-1, T-6, D-6, TRA-1, ENV-1, Alt-4, ICI-1, SCI-2, PN-1, WQ-1, TES-1, C-5

Number	Date	Name	Comment	Response Code
			Please reconsider your proposal and take us back to the drawing board. We can do better, I know it.	
1214	1/27/2025	Jim and Virginia Bettis	As residents of the City of Rollingwood, we appreciate the opportunity to comment on the MoPac South Environmental Study and Recommended Build Alternative in conjunction with Virtual Open House Number 6. We were happy to see the inclusion of shared-use paths and sidewalks along the west side of MoPac adjacent to Rollingwood following the series of Technical Working Group Meetings hosted by CTRMA this summer. This significant addition takes steps to meaningfully address bike and pedestrian connectivity challenges in our area. However, many of the concerns that were expressed in the most recent letter from The City of Rollingwood and in previous communications have not yet been addressed. The following comments are based on a review of the Recommended Build Alternative, Alternative 2C, and the other materials provided for this open house and are made in addition to the city's numerous previous comments and feedback given on this proposed project. While we recognize the importance of improving regional mobility, we have significant concerns about the project's current design, particularly regarding its impact on Rollingwood and surrounding communities. Our concerns focus on the following key areas: Inadequate Consideration of East/West Traffic. The project's emphasis on north/south mobility between Slaughter Lane and Cesar Chavez fails to address the critical role of east/west traffic. Residents and businesses in Rollingwood and neighboring areas rely on connections between arterial roads and MoPac. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west travelers, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. We specifically request the Mobility Authority to incorporate robust considerations for east/west traffic impacts into project goals, evaluation criteria, and design. Regaining Access to and Exits from MoPac Express Lanes. The current proposal eliminates critical Express Lane Access and Exit Points for Rollingwood and neighboring communities. Residents and commuters who rely on Bee Cave Road, Rollingwood Drive, and Loop 360 to access the northbound MoPac Express Lanes will face severe challenges. The removal of the Enfield Road Express Lane entrance and the introduction of the Cesar Chavez loop create convoluted, unsafe routes, significantly increasing travel times and congestion in local neighborhoods. Similarly, access to Bee Cave Road from the southbound MoPac Express Lanes is eliminated under the current design. This forces traffic onto already-congested local roads as a route to exit the express lanes, exacerbating safety issues and creating bottlenecks at intersections like Lake Austin Boulevard and Redbud Trail. Maintaining direct, safe access and exit points to express lanes in both directions for those originating on or exiting to Bee Cave Road is essential to support regional and local traffic flow. Noise and Light Pollution. We and The City of Rollingwood oppose the inclusion of elevated lanes. Alternative 2C is described as "two express lanes with elevated ramps near Barton Skyway." The elevated bridge structure begins at Bee Cave Road and stands to introduce considerably elevated noise and light pollution in the area. The additional lighting required for elevated infrastructure is of concern; and noise pollution, already a challenge due to proximity to MoPac, will also worsen as sound propagates from elevated structures. We strongly advocate for including noise and light mitigation as critical evaluation criteria and urge reconsideration of alternatives which avoid elevated lanes in proximity to Rollingwood. Significant Traffic Hazard at Northbound MoPac Entrance at Bee Cave Road. The proposed design creates a hazardous overlap where the northbound express lane exit to Cesar Chavez intersects with the northbound general-purpose lane entrance at Bee Cave Road. This configuration forces drivers entering MoPac at Bee Cave Road to merge across two lanes of traffic to continue northbound, avoiding exits for Cesar Chavez or 5th Street. This results in a dangerous crisscross pattern and a potential bottleneck, significantly increasing the risk of collisions and traffic congestion. Consideration of the Intersection at Bee Cave Road and MoPac. The current proposal does not include any improvements to the intersection of Bee Cave Road and MoPac. We strongly believe that any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. Treating these as separate processes risks creating a disjointed system where the intersection and highway fail to function seamlessly together. Unclear Schematics The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. Several new elements, including the connection between the MoPac South and MoPac North projects, are introduced for the first time in this proposal but are neither clearly highlighted nor adequately explained. Additionally, multiple ramp relocations are proposed within the Cesar Chavez to 360 corridor, also for the first time, yet the schematic depicts both the current ramps (in the underlying photo image) and the proposed ramps in a confusing manner. As a result, the materials provided do not enable the average person, especially those not closely involved in the project, to fully understand the	OOS-4, D-7, TN-1, ECO-1, D-6

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			proposal or its impact on traffic flow. These schematics need to be in plain English, so that the average person can understand what you are proposing to do. Recommendations/ Suggestions and Solutions To address these concerns, we recommend the following actions: • Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring local residents and businesses are not disproportionately affected by increased congestion. • Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. • Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. • Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. • Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. • Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details. In other words, write them in plain English that anyone can understand. 2 In conclusion, we and the City of Rollingwood are in favor of improvements to MoPac and appreciates CTRMA for its efforts to enhance regional mobility. However, we believe that a thoughtful and inclusive approach is necessary to ensure that ALL communities, including Rollingwood, benefit from these changes without facing disproportionate burdens. By addressing our concerns related to • east/west traffic flow, • access to and exits from the MoPac express lanes, • noise and light pollution, • the traffic hazard at the northbound MoPac entrance at Bee Cave Road, • the Bee Cave Road and MoPac intersection, • and ensuring clear and accessible project materials, CTRMA can deliver a project that truly serves the needs of ALL the region. Thank you for your consideration. We appreciate your attention to these critical issues and your commitment to collaborating with local communities to refine the project. We are eager to see a design that improves regional mobility without disproportionately impacting us as residents, Rollingwood businesses, and people who travel through Rollingwood daily. Thank you again for your consideration.	
1215	1/27/2025	Caitlin Giesler	My name is Dr. Caitlin Giesler, and I live at [redacted] in Rollingwood. My business which is my medical practice depends on access to and exits from the MoPac general-purpose and express lanes. Having lived in our home since 2008, we have seen the transformation of Austin from small city to a thriving center for many industries. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The D28elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the	OOS-4, D-7, TN-1, ECO-1, TO-1

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			overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1216	1/27/2025	Jerry Fleming	My name is Jerry Fleming and I live and work at my home, [redacted] Rollingwood. I depend on access to and exits from the MoPac general-purpose lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross two lanes for the general north lane. It's tricky now with one lane. 2. Increased light pollution. 3. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 4. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 5. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 2. Limit light pollution by requiring hooded and fully shielded light fixtures and restricting light pole heights to 30 ft maximum. 3. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 4. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	D-7
1217	1/27/2025	Ivy Buchanan	Don't Dallas up my Austin, we are already too Californiaed.	Comment noted.
1218	1/27/2025	Garret Nick	The proposed expansion of MOPAC over the aquifer recharge zone not only adds even MORE impervious concrete to this sensitive area but also encourages MORE traffic over and MORE pollutants into the aquifer. I do not believe this has long term benefits to anyone who lives and plays in Austin. Saving	WQ-1, Alt-5

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			someone 4 minutes of driving who has decided to live on Slaughter but work on Far West is not really our responsibility if that minimal time savings degrades Barton Springs and risks the closure of the "Soul of Our City" which MILLIONS of people come to town to visit each year.	
1218.01	1/27/2025	Garret Nick	You should be looking at commuter rail options and discouraging the construction of suburbs that exacerbate travel delays for everyone. Just turn one of the existing lanes over the lake into a HOV lane that allows for anyone carpooling to avoid that bottleneck.	Alt-3, TRA-4
1218.02	1/27/2025	Garret Nick	And if you insist on pushing this project forward then at least expand the pedestrian capacity over the lake by adding another ped bridge that matches the current one. Otherwise, you have provided ZERO benefit to anyone other than cars to cross the water despite your mission being to expand options for mobility.	OOS-2
1219	1/27/2025	Deborah Arnow	I would like to submit the following concerns regarding the proposed MOPAC expansion project: 1). Noise, light pollution, increase in formaldehyde cancer risk https://projects.propublica.org/formaldehyde-cancer-risk-map/search/#-97.742806,30.268072.	TN-1, ECO-1, SCI-1
1219.01	1/27/2025	Deborah Arnow	2). Previous remodel of MOPAC created narrow lanes and entry on ramps and exists that don't work and put driver at risk of injury. This seems to be a trend in highway remodeling currently.	D-1
1219.02	1/27/2025	Deborah Arnow	3)current video depiction is confusing and not accurate	D-6
1219.03	1/27/2025	Deborah Arnow	4) concerns about how this impacts "recharge zone" for Austin's water supply.	WQ-1
1219.04	1/27/2025	Deborah Arnow	5) concerns how bee caves east west is impacted along with barton springs access	D-7
1220	1/27/2025	Arnold	Please do not install toll express lane on S. Mopac. I am opposed to toll express lanes. I would prefer to see free HOV lanes constructed on S. Mopac. HOV lanes will encourage carpooling and do more to address traffic congestion. The only way to address future roadway capacity is to reduce the number of vehicles on the road. The only way to reduce vehicles is with carpooling and HOV lanes.	Alt-3
1221	1/27/2025	Marnie Fitzgerald	CTRMA- The diagrams presented for option 2C are too difficult to understand. The flat line drawings to not adequatly explain the proposed changes. Your previous proposals showed renderings of the lanes, elevated lanes, lighting, etc.	D-6
1221.01	1/27/2025	Marnie Fitzgerald	It appears as though you are proposing to cut off direct access to MoPac from BeeCave Road. You have created a commuting nightmare for anyone headed east/west on Bee Cave to/from MoPac and MoPac express lanes. I oppose this plan.	D-7
1221.02	1/27/2025	Marnie Fitzgerald	In addition, the text states there are elevated lanes "near Barton Skyway" but in reality - the video rendering shows them starting BEFORE Bee Cave road. The lights and noise pollution from those elevated lanes will have a tremendous negative effect of the value of the surrounding homes! Mine included!! We chose to live in a quiet, peaceful neighborhood without noise and light pollution. I oppose the elevated lanes near Bee Cave road. It seems to me that your organization is more focused on the commute and convenience for Circle C and other "south" neighborhoods and you are completely ignoring all of Rollingwood and Westlake! Please take into consideration my objections and record them. Please propose an alternative for the east/west commuting residents.	ECO-1, TN-1, OCO-2
1222	1/27/2025	Yair Leiferman	Hi, Thank you for conducting this project. I have a couple of questions/concerns: * Can the price of the toll be displayed at the latest possible entry point? Right now you can get in the Mopac toll without seeing a price display.	U-1, D-1
1222.01	1/27/2025	Yair Leiferman	* What's going to be put in place to reduce the noise? Would it be possible to build acrylic sound barriers to reduce weight and therefore possibly increase height? That way the noise will be reduced.	TN-1
1223.02	1/27/2025	Yair Leiferman	* Would the revenue be used for public transportation improvements like light rail? * There's a mention that it it will improve bus ridership, but at this time there's no bus that goes through Mopac as far as Capmetro. Are there any buses that will benefit at this time? If not, can the plan also add new bus lines that connect with downtown Austin?	TRA-4, TRA-2, TRA-1
1223.03	1/27/2025	Yair Leiferman	* I believe most of the traffic is created at the areas where existing lanes are decreased, for example Mopac to Hwy 71, and Mopac after William Cannon as an example. Are there plans to avoid those congestion points? Please let me know if you have any questions or follow up.	D-2
1224	1/27/2025	Diane and Jess Butler	After careful study of the MoPac South Environmental Study we are requesting that you consider and make adjustments based on recommendations given by the Rollingwood City Council and Rollingwood Mayor. We are concerned about: East/West traffic impacts Express Lane Access Impact on homes by elevated lanes Dangerous Merging Lanes Bee Caves Road and MoPac Intersection We appreciate your concern for connectivity for bike and pedestrian connectivity. Please give the Rollingwood Recommendations your serious consideration and make critical adjustments to the current plans.	D-7, OCO-2, D-1, PI-5, TO-2

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1225	1/27/2025	Emily Wheeler	I am strongly OPPOSED to the proposed design for the Mopac South Expansion Project, as it will have a significant, negative impact on our community for the following reasons: The proposed elevated bridges between Bee Cave Road and Barton Skyway will introduce elevated noise and light pollution to our area;	TN-1, ECO-1, OCO-2
1225.01	1/27/2025	Emily Wheeler	Introduce significant traffic hazards for those accessing northbound MoPac from Bee Cave Road and exiting to Bee Cave Road from southbound MoPac, as drivers must crisscross with express lane entrances and exits; Does not account for needed improvements to the Bee Cave Road and MoPac intersection; and Has not been clearly described or presented in a way that affected parties can fully understand the proposed impacts on traffic flow.	D-6, D-7
1226	1/27/2025	Joaquina Guevara	This project is a massive step in the wrong direction for Austin, its residents, and the environment. We need less cars on the road, not projects that promise faster commutes by car. The projected population grown in Austin should be our call to invest in more resilient and reliable public transportation to support that growth and to move Austin toward a less car-dependent culture.	TRA-1, TRA-2
1227	1/27/2025	Darien Clary	Thank you for this opportunity to become familiar with the MoPac Expansion project and provide comments. I am the Sustainability Director at Austin ISD and I am providing comments with the best outcomes for our students and community in mind. I am writing as an individual and sustainability professional, and not speaking on behalf of the school district. The projects increased vehicular traffic at Mopac/Lady Bird Lake from 170,000 cars in 2018 to 235,000 cars in 2049 daily. With this in mind, please consider: Air Quality in a Physical Activity Hub for Youth and the Community: This is a concern during construction and long after the project is complete. This portion of the project, in particular, lies in areas where youth and Austin residents concentrate for physical activity. This small area is a hub for high school and community sports, bikeways, outdoor recreation at Zilker Park, and runners/joggers/walkers/bikers on the Lady Bird Lake Hike & Bike Trail. An increased number of vehicles is likely to lead to an increased number of combustion-derived air pollutants from vehicle emissions. These can include carbon monoxide (CO), nitrogen oxides (NOx - primarily nitrogen dioxide), particulate matter (PM), volatile organic compounds (VOCs), sulfur dioxide (SO2), and unburned hydrocarbons. The high concentration of students and engaging in physical activity in this specific part of Austin are at risk of inhaling even higher pollutants while breathing heavily during exercise and physical exertion. Repeated exposure in areas with high air pollution can result in long term health outcomes and exasperate respiratory issues for those who already suffer. Consider an air quality study to determine the pollution levels during various times of day with the volumes of traffic anticipated, and overlay time of day when the nearby physical activity hub is most populated. Often, daily sports practices for youth and young adults take place after school when rush hour traffic and emissions may be at their peak. There could be similar time of use peaks for the hike and bike trail and other nearby recreational areas. This is relevant for both the construction period and long term (2049 traffic projections).	AQ-1
1227.01	1/27/2025	Darien Clary	Noise Pollution: This is a concern during construction and long after the project is complete. During construction, consider how the construction activities will impact instruction in the nearby Austin High School, both indoors and outdoors, and plan to minimize or eliminate this disruption. Also, please study the long-term noise projections for the area as many students and community members convene in the hub to connect outdoors. Increased road noise due to increased vehicle use is also concerning for plant and animal species in the area, especially since Lady Bird Lake and Barton Creek are some of Austin's biological corridors.	TN-1
1227.02	1/27/2025	Darien Clary	Timeline with concurrent major roadway projects: Please consider other roadway projects that are likely to take place in Austin at the same time. For example, the I-35 expansion is projected to last 6-8 years. If both Mopac and I-35 are under construction concurrently, this could cause more gridlock in our city. This hurts the ability of essential workers and teachers to get to and from work on a daily basis.	C-3
1227.03	1/27/2025	Darien Clary	Side note: It would be wise for the City of Austin to require major employers (tied to tax incentives, perhaps) to keep a large % of staff off Austin area roadways by offering remote/flex work arrangements and public transit passes so that essential employees and emergency services can navigate roadways expediently on a daily basis. This would also address air quality issues and help prolong the lifespan of road surfaces and infrastructure.	OOS-1
1227.04	1/27/2025	Darien Clary	Safe Routes to School: Please deliberately plan for student and caregiver transportation safety during your construction project, and include bikeability and walkability plans that will be safe and accessible during construction. Many students access the campus from the Roberta Crenshaw Pedestrian Walkway under MoPac and other walk and bike routes. Relatedly, noise on the Roberta Crenshaw pedestrian bridge is currently deafening from vehicle traffic noise above. Please consider long-term solutions to significantly reduce noise on this walkway that is heavily used by pedestrians daily.	SCI-2, OOS-2
1227.05	1/27/2025	Darien Clary	Sensitive Barton Springs, Edwards Aquifer Environment, and Colorado River Environments: Please deeply investigate the effect the construction, increased daily traffic and related noise, emissions, heavy metals, sediment, and trash runoff will have on the sensitive and critical Barton Springs and Edwards Aquifer environments and the endangered Barton Springs and Austin Blind Salamander. Polluted road runoff will also run into feeder creeks for Lady Bird Lake/Colorado River, a sensitive ecosystem in Austin, an area of recreation for residents, and an upstream water source for Texans and ecosystems.	ENV-2, WQ-1
1228	1/27/2025	Virginia and Jim Bettis	I am interested in receiving information on the development of this project.	Comment noted.
1229	1/27/2025	Brendan Wittstruck	I oppose this project in its entirety, specifically on the grounds that a more rigorous Environmental Impact Study should be performed and that substantive alternatives are not provided.	ENV-1, Alt-1

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1230	1/27/2025	Marion Zion	I strongly oppose the MoPac South Project and urge the Board of Directors of the CTRMA to drop the proposed project and consider other, more affordable, less environmentally damaging alternatives that will improve MoPac traffic flow for local commuters. I do not want a West I-35. I do not want years of construction destroying the greenspaces, causing air, noise, and water pollution, harm to endangered species' habitats, increased carbon emissions, and harm to Austin High School and increasing the already horrible traffic. I beg you to please consider alternatives more respectful of the space we have and considering the greater impact this would have on our already threatened ecosystem.	Alt-1, AQ-1, TN-1, WQ-1, TES-1
1231	1/28/2025	Larry Akers	The planned extension to IH-35 of State Highway 45 SW, which connects to Mopac, will complete an alternative passage for IH-35 traffic through Austin's west side and over its most environmentally sensitive areas. The SH-45 linkage and the proposed Mopac South expansion lays bare this intention. Mopac was never sold to the public on this premise, and it is not appropriate for this commuter roadway. This kind of long game bait-and-switch perfectly examplifies the cause of the public's loss of faith in our government.\	RP-2
1232	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	On behalf of the Travis County Commissioners Court ("the Commissioners Court"), we submit this letter to facilitate well-informed discussion and decision-making by the Central Texas Regional Mobility Authority ("CTRMA") and the Texas Department of Transportation ("TxDOT") with respect to the National Environmental Policy Act ("NEPA") obligations that flow from the MoPac South project. As you know, we submitted a detailed letter on behalf of the Commissioners Court on July 31, 2024, explaining in detail why this MoPac South project indisputably requires a full Environmental Impact Statement ("EIS"), rather than a less rigorous Environmental Assessment ("EA"). We hereby incorporate that letter by reference (attached as Attachment 1), and respectfully request that CTRMA and TxDOT include both that letter and this comment letter in the agencies' formal administrative record for this decision-making process. 1. The purpose of this letter is to provide additional comments as to why the Commissioners Court does not view CTRMA's and TxDOT's NEPA analysis—whether ultimately conducted in an EIS or an EA—to be legally compliant, absent further analysis that brings CTRMA and TxDOT into compliance with the letter and spirit of NEPA and its implementing regulations. Legal Background Before turning to a discussion of NEPA's application to the current decision-making process, we provide a brief background on the statutory and regulatory framework relevant to the MoPac South project. NEPA and Its Implementing Regulations Congress enacted NEPA in 1969 to "encourage productive and enjoyable harmony between man and his environment" and to promote government efforts that "will prevent or eliminate damage to the environment." 42 U.S.C. § 4321. NEPA is "the basic national charter for protection of the environment" and it "establishes the national environmental policy of the Federal Government to use all practicable means and measures to foster and promote the general welfare, create and maintain conditions under which humans and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." 40 C.F.R. § 1500.1(a). The Council on Environmental Quality ("CEQ")—an agency within the Executive Office of the President—has promulgated regulations implementing NEPA, see 40 C.F.R. §§ 1500-1508, which are "binding on all federal agencies." Id. § 1500.3(a).2 The regulations are intended to "ensure that agencies identify, consider, and disclose to the public relevant environmental information early in the process before decisions are made and before actions are taken." Id. § 1500.1(b). To this end, NEPA requires agencies to prepare a "detailed statement"—i.e., an EIS—for all "major Federal actions significantly affecting" the environment. 42 U.S.C. § 4332(C). This requirement applies where there is "a reasonably foreseeable significant effect on the quality of the human environment." 42 U.S.C. § 4336(b)(1). An EIS must describe (1) the "reasonably foreseeable environmental effects of the proposed agency action," (2) "any reasonably foreseeable adverse environmental effects which cannot be avoided," and (3) "a reasonable range of alternatives to the proposed agency action." 42 U.S.C. § 4332(C)(i)-(iii). In addition, an agency shall "study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources." 42 U.S.C. § 4332(H). The purpose of the EIS "is to serve as an action-forcing device by ensuring agencies consider the environmental effects of their action in decision making, so that the policies and goals defined in the Act are infused into the ongoing programs and actions of the Federal Government"; an EIS "shall provide full and fair discussion of significant effects and shall inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse effects or enhance the quality of the human environment." 40 C.F.R. § 1502.1. The revised CEQ regulations emphasize that "[t]he alternatives section is the heart of the [EIS]." Id. § 1502.14. An EIS must "identify the reasonably foreseeable environmental effects of the proposed action and the alternatives in comparative form based on the information and analysis presented in the sections on the affected environment (§ 1502.15) and the environmental consequences (§ 1502.16)." 40 C.F.R. § 1502.14. Agencies are required to	ENV-1

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			"[r]igorously explore and objectively evaluate reasonable alternatives to the proposed action, and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination." Id. § 1502.14(a). Each alternative should be "considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits." Id. § 1502.14(b). help it determine if an EIS is necessary. 42 U.S.C. § 4336(b) (emphasis added). The EA, in turn, must "provide sufficient evidence for determining whether to prepare" an EIS." 40 C.F.R. § 1501.5(c). NEPA allows agencies to conduct a less rigorous examination of alternatives in an EA than in an EIS. Compare 40 C.F.R. § 1501.5(c)(ii) (requiring a brief discussion in the EA of "alternatives as required by section 102(2)(H)"), with 40 C.F.R. § 1502.14(a), (b) (requiring EISs to "[r]igorously explore . . . reasonable alternatives" and "[d]iscuss each alternative considered in detail"). If, based on the EA, an agency concludes that its proposal does not entail any significant impacts, it must prepare and publish a Finding of No Significant Impact ("FONSI"). Id. §§ 1501.6, 1501.3.	
1232.01	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	Brief Factual Background Relevant to These Comments Project History The MoPac South project currently under consideration by CTRMA involves proposed changes to the 8-mile stretch of MoPac Expressway between Cesar Chavez Street and Slaughter Lane designed to improve roadway safety and mobility. In light of projected population growth in Travis and Hays Counties and concerns about increased travel times along MoPac, CTRMA initiated a preliminary Environmental Study in 2013 to develop alternatives with the objective, among other goals, to "[r]educe congestion delays and provide travel time savings for all roadway users." See CTRMA, MoPac South Environmental Study Overview, https://www.mopacsouth.com/environmental. In 2015, after considering some alternatives, including: adding general purpose lane(s) in each direction, adding high occupancy vehicle lane(s) in each direction; adding transit only lanes in each direction; adding express lane(s) in each direction; incorporating non-capital intensive Transportation Systems Management or Transportation Demand Management strategies; as well as a no-build alternative, CTRMA selected the Express Lane(s) Alternative as the "Reasonable Build Alternative." See https://www.mopacsouth.com/about/faqs.php. It then solicited public comment on six potential express lane configurations, including five alternatives developed by CTRMA and one developed by the City of Austin, which would have included, among other attributes, a new right-of-way through Zilker Park. Of the five alternatives developed by CTRMA, two include one additional express lane in each direction, and the other three include two additional express lanes in each direction, for a combined total of four new lanes. See https://www.mopacsouth.com/environmental/express-lanes-alternative.php. The proposed express lanes are described as "special lanes that would be separated from the existing non-tolled general-purpose lanes," and would be available for use by individual drivers, for the price of the variable tolls, as well as public transit buses, registered vanpools, and emergency vehicles. Id. The project was temporarily placed on hold in 2016 due to pending litigation, but was resumed in 2021, at which point CTRMA solicited additional public comment. In addition, while the project was suspended, the Capital Area Metropolitan Planning Organization ("CAMPO") released a new Regional Transportation Plan reflecting updated traffic data, the CAMPO 2045 Plan, that has notable implications for the MoPac South Environmental Study. Whereas the previous CAMPO model projected travel time between Cesar Chavez and Slaughter Lane under a No-Build scenario to be 52 minutes in 2035 for northbound morning traffic and 51 minutes in 2035 for southbound evening traffic, the updated 2045 Plan model showed a sizeable drop in the projected travel time, which CTRMA itself recognized: "[p]rojected travel time along the corridor has decreased" due largely to the "projected decentralized population and employment demographic trends." See 2045 Traffic Forecast Update at 12, https://www.mopacsouth.com/MPS%202045%20Update.pdf. In fact, the decrease in projected travel time was striking, with the 2045 Plan showing that even under the No-Build alternative, travel time along the corridor in 2045 would be only 20 minutes in the morning. Id. This is less than half of the previously projected 2035 travel time and only an additional 6 minutes over the 2022 measured baseline. See id. at 12, 20. Likewise, travel time in 2045 under a No-Build alternative would be only 22 minutes for southbound evening traffic. Id. at 12. Again, this is less than half of the previously projected 2035 travel time and only an additional 5 minutes over the 2022 baseline. See id. at 12, 20. CTRMA represented these additional 6 minutes as a "42% increase" in travel time and the additional 5 minutes in the evening as a "30% increase," id. at 20, and then cited these figures as a problem to be addressed by the MoPac South Environmental Study: "Under the No-Build Alternative (Do Nothing), it	RP-1

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			could take 30%-42% more time to travel between Cesar Chavez Street and Slaughter Lane by 2045," when in fact in absolute terms the additional travel time of 5 or 6 extra minutes would be negligible to many drivers. See https://www.mopacsouth.com/environmental/. While the 2045 model data has since been incorporated by CTRMA into the traffic forecasting for this project, work on the CAMPO 2050 Plan model is already underway. In the event the 2050 Plan model, expected in May 2025, shows further reductions in the projected additional travel times, the CTRMA traffic forecast for this project must again be revisited.	
1232.02	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	The Commissioners Court has consistently been on record extensively identifying major concerns with the highly significant impacts of this project and, at minimum, the need for CTRMA and TxDOT to prepare an EIS if CTRMA insists on building this impactful project despite the nominal time savings it would supply area residents. See generally Attachment 1. The Commissioners Court has also repeatedly identified to CTRMA the myriad significant effects of this project, including on air quality, water quantity and quality, federally endangered species, and iconic parks and public spaces such as Zilker Park. See id. at 7-8. Until November 2024, CTRMA "continue[d] to analyze and ultimately identify the best express lane(s) operational configuration option using technical analyses and public input." See https://www.mopacsouth.com/environmental/. Although the public has yet to see a draft EA or EIS, CTRMA has stated that once a draft EA is completed, which it asserts will "demonstrate[] an analysis of the alternatives considered, and present[] an assessment of potential impacts to the human and natural environment," it will be made available for public comment; then, "[w]ith support from its partners, CTRMA will make a final recommendation to TxDOT for their review." Id. Note that in this instance, TxDOT is acting as a federal agency in carrying out the NEPA obligations on behalf of FHWA.	AQ-1, WQ-1, TES-1, ENV-1, CR-1, CR-2
1232.03	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	On November 12, 2024, CTRMA and TxDOT invited public comments on the project, based on CTRMA's recent selection of its "Recommended Build Alternative," also called "[t]he 2C alternative," which will require building "two express lanes with elevated ramps near Barton Skyway." CTRMA, MoPac South Environmental Study (hereinafter "CTRMA Project Webpage"), https://storymaps.arcgis.com/stories/e3c28bf66389442ab942075eea02e66c. CTRMA highlights that its recommended alternative will require "no additional right-of-way." Id. It appears to the Commissioners Court that all build alternatives considered by CTRMA to date—including the recommended alternative—limited the consideration of solutions to ensuring that the project fits entirely or mostly in the existing right-of-way, and thus never considers whether better or more environmentally sustainable options could be built with a more-than-nominal acquisition of additional right-of-way, or whether there are solutions that could address purported congestion and related concerns outside of this particular stretch of MoPac South.	ROW-1
1232.04	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	DISCUSSION I. Concerns Related to CTRMA's Artificially Narrow Purpose and Need, Which Resulted in an Arbitrarily Restricted Consideration of Alternatives Remarkably, CTRMA has not yet publicly shared a draft EIS or EA, despite 11 years spent reviewing this project.5 But CTRMA has identified aspects of its purpose and need on its project webpage. For example, CTRMA defines the "purpose" of the project as: "[p]rovide an opportunity for reliable travel times"; [i]mprove operational efficiency"; "[c]reate a dependable and consistent route for transit"; and "[f]acilitate reliable emergency response." CTRMA Project Webpage, Purpose & Need. CTRMA has defined the "needs" for the project as addressing "[c]urrent and forecasted congestion levels [that] are creating unreliable travel time"; shortening "emergency response times"; and accommodating "[f]orecasted population and employment growth in Hays and Travis counties." Id. Based on the limited information that CTRMA has shared with the public regarding its purpose and need, the Commissioners Court does not view the narrow, multi-pronged project purpose and need set forth by CTRMA to be consistent with NEPA and its regulations. NEPA requires agencies to properly define the purpose and need for a project. See, e.g., 40 C.F.R. § 1502.4(e) (requiring agencies to define "[t]he purpose and need for the proposed agency action"); id. § 1502.13 (same). As FHWA explains, The purpose and need section is in many ways the most important chapter of an [EIS or EA]. It establishes why the agency is proposing to spend large amounts of taxpayers' money while at the same time causing significant environmental impacts. A clear, well-justified purpose and need section explains to the public and decisionmakers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed highway projects is warranted. In addition, although significant environmental impacts are expected to be caused by the project, the purpose and need section should justify why impacts are acceptable based on the project's importance. As importantly, the project purpose and need drives the process for alternatives consideration, in-depth analysis, and ultimate selection. FHWA, NEPA Implementation: The Importance of Purpose and Need in Environmental Documents (Sept. 18, 1990), https://www.environment.fhwa.dot.gov/legislation/nepa/ guidance_purpose_need.aspx; see also Carmel-By-The-Sea v. U.S. Dep't of Transp., 123 F.3d 1142, 1155 (9th Cir. 1997) ("The stated goal of a project necessarily dictates the range of 'reasonable' alternatives."); Davis v. Mineta, 302 F.3d 1104, 1119 (10th Cir. 2002) (explaining that under NEPA agencies may not "define the project so narrowly that it foreclose[s] a reasonable consideration of alternatives").	PN-1

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			Despite the importance of a project's purpose and need—including because it delimits the scope of the alternatives analysis that serves as "the heart of the [EIS or EA]," 40 C.F.R. § 1502.14—CTRMA has cobbled together many disparate "purposes" and "needs" for this project," which appears to have had the effect of artificially constraining the consideration of alternatives to a handful of solutions located entirely or almost entirely within this right-of-way on this specific eight-mile stretch of MoPac South. For example, CTRMA does not appear to have analyzed alternatives involving the new acquisition of any substantial amount of right-of-way on this stretch of MoPac South or alternatives that could address the purported purposes and needs without requiring the major construction of new lanes in this specific stretch of MoPac South. Nor, for that matter, has CTRMA identified whether other proposed roadway solutions in the region (e.g., the SH 45 Gap project) will fully or partially alleviate the concerns identified in CTRMA's purpose and need statement, thereby potentially obviating the need for this project or at least counseling in favor of a less environmentally damaging project (perhaps with less than four new lanes) In the view of the Commissioners Court, the above discussion strongly suggests that CTRMA has arbitrarily skewed the purpose and need for this project and thereby tainted the agency's consideration of alternatives to date, in precisely the manner courts have rejected under comparable facts. For example, in Davis v. Mineta, the United States Court of Appeals for the Tenth Circuit rejected the formulation of an overly narrow purpose and need that screened out alternatives based on the applicant's location preferences for the project. 302 F.3d at 1119-20. There, FHWA sought to add "additional road capacity across the Jordan River"; the Court explained that insofar as the agency intended its purpose and need to "requir[e] a new crossing across the Jordan River at 11400 South," this overly rigid formulation "would violate NEPA given the more general overarching objective of improving traffic flow in the area." Id. at 1119; see also id. at 1119-20 ("[I]f the purposes and needs of the Project were so narrowly construed as to mandate the extra capacity only at 11400 South, we would conclude that such a narrow definition would be contrary to the mandates of NEPA."). Here, the Commissioners Court is concerned that CTRMA has similarly narrowed its focus to this particular location along this eight-mile stretch of this expressway, thereby excluding other reasonable solutions that could resolve some or all of CTRMA's articulated purposes and needs. Likewise, CTRMA's multi-pronged purpose and need approach artificially constrained the consideration of reasonable alternatives by delimiting the scope of the alternatives analysis to require any feasible alternative to satisfy not one, but four different purposes and three needs all in one fell swoop. As an example of alternatives not considered in detail, it appears that CTRMA has not analyzed any feasible options that would include more-than-nominal acquisitions outside of the existing right-of-way but that might also reduce environmental impacts or provide other benefits to local residents. This, too, strongly suggests a violation of NEPA's core provisions. See, e.g., W. Watersheds Proj. v. Vilsack, 2024 WL 4589758, at *6-7 (10th Cir. Oct. 28, 2024) (rejecting purpose and need that contained three distinct needs, "which narrowly directed the [agency] to consider only action alternatives that expanded the use of lethal controls," and therefore "precluded a reasonable consideration of alternatives and thus violates NEPA"); Save the Colo. v. Semonite, No. 18-cv-3258, 2024 WL 4519201, at *29-30 (D. Colo. Oct. 16, 2024) (rejecting purpose and need statement that tried to solve two distinct problems at once, and in so doing "led to the premature rejection of at least nineteen alternatives" because they could solve one but not both distinct purposes); Nat'l Wildlife Refuge Ass'n v. Rural Utilities Serv., No. 21-cv-96, 2022 WL 136829, at *15-16 (W.D. Wis. Jan. 14, 2022) (invalidating purpose and need statement that "defin[ed] six, sub-purposes of the CHC project, which taken together . . . skew the results strongly in favor of a large, wired transmission line like the CHC"; "the overall impact [of combining these distinct purposes] is incredibly specific, resulting in most reasonable alternatives being defined out of the EIS"); Backcountry Against Dumps v. Chu, 215 F. Supp. 3d 966, 979 (S.D. Cal. 2015) (holding that an agency's "purpose and need statement was not proper because it defined the scope of the FEIS in such a way as to limit the consideration of alternatives to the Project"). Accordingly, both by applying an unduly narrow hyper-focus to this specific 8-mile stretch of the MoPac South Expressway and by combining several distinct purposes and needs that dictate the feasibility of alternatives in such a manner that has led CTRMA to overlook many feasible alternatives for solving one or more of CTRMA's stated purposes and needs, CTRMA's actions to date indicate that the purpose and need is far too narrowly drawn and, in turn, feasible alternatives have not been analyzed in detail, contrary to NEPA and its regulations.	
1232.05	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	II. Community Concerns Regarding the MoPac South Project and the SH 45 Gap Project that Bear on CTRMA's and TxDOT's Decision-making and NEPA Review In November 2024, Hays County voters approved $7 million for the design of an extension of SH 45 (also known as the "SH 45 Gap" project), which would connect I-35 to MoPac South. The SH 45 Gap Project is a Hays County-funded design project. There are no construction dollars identified for the SH 45 Gap Project. SH 45 SW is a toll road segment managed by CTRMA and currently extends uninterrupted from MoPac South to RM 1626. The proposed expansion of MoPac South, also under CTRMA control, is expected to significantly increase the capacity of MoPac South and add approximately 32 lane-miles (4 additional lanes for vehicles over an 8-mile segment). • The Travis County community has substantial concerns regarding the potential environmental impacts of this proposed expansion of MoPac South and how it relates to the extension of SH 45 (the SH 45 Gap project). The proposed SH 45 Gap Project is expected to connect to I-35, which will likely result in a significant increase in the volume of traffic funneled onto MoPac South. The combined effect of these two projects will significantly affect the air and water	RP-1, RP-2

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			quality in Travis County, among other natural resources. • Despite the interconnected nature of these projects, they are currently undergoing separate review processes. This piecemeal approach fails to consider the cumulative environmental impacts of these projects, which could have significant implications for the air and water quality not only in Travis County, but the entire Central Texas region. To date, there has yet to be a comprehensive environmental review of the full system and network of road projects created by this southern portion of the "western loop " (consisting of the SH 45 Gap Project, SH 45 SW, and MoPac South). • Travis County continues to oppose the SH 45 Gap Project. However, based on the newly approved funding for the SH 45 Gap Project from Hays County's 2024 bond election, Travis County requests that CTRMA consider the cumulative impacts of both proposed roadway projects (Mopac South and SH 45 Gap Project) and their potential to create a broader looped system on the western side of Central Austin. This comprehensive review is essential to fully understand, design for, and mitigate the foreseeable impacts on our environmental resources, including the Edwards Aquifer Recharge Zone. • If both projects are built, the basic function of MoPac, north and south, as a local commuter highway will be fundamentally changed to that of an Interstate 35 alternative. When the existing I-35 suffers traffic delays, interregional and interstate traffic, including truck traffic, will be routed by mapping apps to MoPac. This enormous increase in both the volume and the mix of traffic on MoPac calls for consideration of different alternatives and mitigation measures. It also calls for analysis of the potential for much greater harmful impacts on water, air, and noise pollution, and on traffic congestion on MoPac South as well as the narrower section of MoPac north of the Colorado River.	
1232.06	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	Community Concerns Regarding the Design of MoPac South In addition to these concerns regarding the cumulative effects of an expansion of MoPac South in combination with the SH 45 Gap project, other members of the Travis County community have shared significant concerns with the Commissioners Court specific to the areas around the City of Westlake, the City of Rollingwood, and Austin High School. These community concerns include the following: • Communities using either Bee Cave Road or Loop 360 would lose access to northbound MoPac express lanes, and the entrance near 15th street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High School. o The current entrance to the Northbound MoPac express lane at Enfield Road will be eliminated. It will be replaced by an exit point for traffic from the express lane shortly before the Enfield/15th Street exit—creating a new bottleneck as drivers cross all lanes to access the Enfield/15th Street exit and also merge into a regular lane of traffic from a short entry ramp. Adding a new congestion point in this portion of MoPac will cause traffic backups that will make it even more congested heading north on MoPac in the general lanes within the Loop 360 to Cesar Chavez corridor.	D-7
1232.07	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	o In order to access the Northbound MoPac expressway express lane from Bee Cave Road, Barton Skyway, or Loop 360, drivers will be forced to exit on Cesar Chavez heading East, exit and loop around at Austin High School/West Austin Youth Association fields on a hairpin turn at 10 mph, get on Cesar Chavez traveling West, and then enter the Northbound MoPac express lane tunnel. This is of great concern to the Austin High School community as it appears to add traffic to an area that is already congested with student drivers.	TO-1, D-7
1232.07	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	o While there is an entry point to the Northbound MoPac express lane north of the Loop 360 and MoPac interchange, the access to that entry point will be before the Northbound general onramp from Loop 360. This makes the entry point unusable by traffic coming from Loop 360. The messy morass for access to MoPac from Loop 360 that daily creates a traffic jam so lengthy it spills onto Highway 71 will remain entirely unresolved and become unresolvable. This new infrastructure blocks any sort of future improvements. o Under CTRMA's current design, the only alternative to the Cesar Chavez loop for express lane access for Loop 360, Barton Skyway, and Bee Cave Road users is diverting traffic south to Southwest Parkway and driving back up the general lanes for MoPac to the express lane access point just north of Loop 360 mentioned above, which would be an absurdly long diversion. Traffic from Loop 360, Barton Skyway, and Bee Cave Road will be guided by Google Maps, Waze, or other navigation apps to use the Cesar Chavez/Austin High School local road loop-around. CTRMA's current design prioritizes commuter traffic without considering east/west traffic impacts. • There is a loss of access to Bee Cave Road from Southbound MoPac express lane. o The current Southbound MoPac express lane exit as drivers cross the bridge will turn into an entry point to the express lane heading south, bypassing Bee Cave Road. o To get to Bee Cave Road from the Southbound MoPac express lane, drivers will either have to: a. Exit the express lane at FM 2222, use regular lanes until Bee Cave Road. b. Exit Cesar Chavez, use the same Austin High Loop Around described above, and then either turn left at the already-overwhelmed left turn at Lake Austin Boulevard and MoPac, or go down Lake Austin Blvd to Redbud Trail, cutting through West Lake Hills to get back to Bee Cave Road. c. Continue to Loop 360 express lane exit into general lanes, merge across the general lanes, exit at Loop 360, and use Loop 360 to get to their destination or	D-7

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			loop around at 360 and head north towards Bee Cave Road, primarily on the frontage road. • The exit to Cesar Chavez from MoPac express lanes and entrance to MoPac North from Bee Cave Road overlap, forming a dangerous bottleneck. o The Northbound entry ramp from Bee Cave Road onto MoPac and exit ramp from Northbound express lane for Cesar Chavez will create a dangerous merging bottleneck. Drivers going to MoPac North from Bee Cave Road will be competing to merge to the left while drivers coming off the express lane to go to Cesar Chavez will be competing to merge to the right. • Getting to Bee Cave Road from regular Southbound Lanes becomes more dangerous. o A new entry ramp for the Southbound express lanes will combine with the exit ramp for regular lanes for Bee Cave Road, requiring those who want to enter the express lane heading South and those wanting to exit to Bee Cave Road from the regular lanes to jockey for position. There is no improvement to the ultimate exit because Bee Cave Road drivers will still be required to cross all the lanes quickly to get to Bee Cave. • Additional expensive, imposing infrastructure in the Loop 360 to Cesar Chavez corridor provides no benefit to the communities it directly impacts.	
1232.08	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	o The design places an expensive, elevated bridge structure over Bee Cave Road (not Barton Skyway), which will take up right-of-way and needlessly introduce elevated noise and light pollution in the area, without considering the impacts to and needs of the east/west traffic in the area. Traffic originating from Bee Cave Road will lose the current access to the Northbound express lanes and traffic with a destination of Bee Cave Road will lose the current exit from the Southbound express lanes. Imposing expensive structures on communities in a way that removes the community's existing ability to access the express lanes and reduces opportunities for improvement of heavily used interchanges in the future does not improve transportation in our region.	TN-1, ECO-1 , D-7
1232.09	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	• Austin High School families rely on the foot bridge and parking under the current MoPac bridge. o CTRMA has not sufficiently addressed how much of this space will be permanently changed from the current use. o CTRMA has not sufficiently addressed how the MoPac South design would address parking and student drop off/pickup issues that would be impacted by the project. • CTRMA's refusal to acquire additional right-of-way for the Project means that portions of the proposed shared use path may be dangerously close to the road and car traffic.	SCI-2, WQ-2, ROW-1
1232.1	1/28/2025	Travis County Commissioners Court via Jessica Townsend, Eubanks & Associates	CONCLUSION The Travis County Commissioners Court has a very strong interest in ensuring that CTRMA and TxDOT produce a comprehensive and accurate analysis of the environmental impacts from the MoPac South project and a full range of feasible alternatives based on a properly, broadly drawn purpose and need statement. In addition, the Commissioners Court continues to respectfully request that CTRMA prepare a full EIS, as explained in our July 31, 2024 letter. Moreover, the Commissioners Court respectfully requests that CTRMA address the specific concerns highlighted above regarding the proposed configuration of the MoPac South expansion. Please let us know if you would like to set up a video or conference call to discuss these matters in more detail.	Comment noted.
1233	1/28/2025	Ginger McGilvray	I am an Austin resident since 1994 and Central Texas/Hill Country resident since birth in 1971. I oppose major expansion of traffic lanes and inviting more through traffic over our greenbelt, Edward's Aquifer Recharge Zone and our creeks. Please slow down and do a responsible study, an Environmental Impact Analysis and Statement, and listen to the people who understand the issues and have worked tirelessly for decades to protect our water and environment. Major construction projects and increased ongoing runoff degrades water quality, habitat and quality of life. The fallout from that reaches into our area's economy as well as all the qualitative effects. Do this responsibly, please.	ENV-1, WQ-1, C-5
1234	1/28/2025	Paige Ellis, Austin City Council Member, District 8	I am submitting this Public Comment on the above referenced Environmental Study as the Elected Official who most directly represents the entirety of this proposed project. There is no question that we need additional mobility options in Southwest Austin. We must be mindful, however, of the impacts such a highway expansion can have on the surrounding community, families, school children, and environment. Highway expansion projects typically lead to developmental sprawl and increased traffic, air pollution, and carbon emissions, which contradict the City's sustainability and smart-growth objectives and stand to impact the overall ecological health along the length of this project. As such, on December 12, 2024, I introduced and passed City Council Resolution 20241212-066 (the "Resolution") encouraging CTRMA to align this project with the decade of smart-growth planning in the City of Austin and Travis County–including the goals to reduce reliance on single-occupancy vehicles, avoid environmental harms, and offer a wider variety of mobility options to commuters. To implement the recommendations of the Resolution, I request the MoPac South project include: ● One Express Lane Only. Limit the project to a single express lane only and	EL-3, D-1

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			plan for extra shoulder space in the narrower parts to facilitate emergency response needs.	
1234.01	1/28/2025	Paige Ellis, Austin City Council Member, District 8	● Minimized Impervious Cover. Stay within existing impervious cover as much as practicable.	WQ-1
1234.02	1/28/2025	Paige Ellis, Austin City Council Member, District 8	● South MoPac Park & Ride. Collaborate with CapMetro to create a Park & Ride south of William Cannon to create a dependable and consistent route for express transit service. Providing high-quality transit options to Southwest Austin will be critical to ensuring this project does not increase air pollution and greenhouse gas emissions.	TRA-2
1234.03	1/28/2025	Paige Ellis, Austin City Council Member, District 8	● Continuous Shared Use Pathway. Close gaps in the shared use pathway, especially from Gaines Ranch Loop to Southwest Parkway. I am very appreciative of the shared use pathways that have been included in the project thus far. There are many people in Southwest Austin who use such pathways for transportation or recreation. Filling gaps in the network will facilitate congestion management by increasing safe, attractive opportunities for walking and biking, a stated goal of the project. ● Safe Zilker Park Connection. I have been in conversation with Rollingwood residents as well as folks who utilize Zilker Park. We would love to see attention on the speed limits and other signage for the northbound exit ramp and access road to Barton Springs Road. The speed limit through Zilker Park is 35 MPH, and drivers routinely exceed that speed limit by 15-20 MPH. ● Safe Cyclist Crossings. In particular, there are underpasses at Rollingwood Drive and Barton Springs Road with multiple conflict points that I would like to make sure are addressed for safety. Many cyclists use these official city routes, but drivers are typically unaware that they are no longer in a highway zone and are in fact in a park space near the Zilker Botanical Garden.	BP-1
1234.04	1/28/2025	Paige Ellis, Austin City Council Member, District 8	● Neighborhood Ingress/Egress. Residents of the Treemont/Bee Cave Woods neighborhoods have asked for clarity on ingress and egress lanes. Currently, there is an exit southbound for Barton Skyway which is used by these residents, and it is unclear if there will still be a similar way to access those neighborhoods.	D-7
1234.05	1/28/2025	Paige Ellis, Austin City Council Member, District 8	● Tree Protection. Protect as many trees as possible and consider relocating any larger trees which are determined to require removal from their current location from one part of the project site to another. Thank you for your consideration. I recognize the importance of working collaboratively with regional partners to develop transportation solutions that align with the community's values and long-term vision for a sustainable and resilient future. It is my hope that by working with the City of Austin, Travis County, members of the City Council, CapMetro, and school districts, CTRMA will weigh the concerns of various stakeholders and successfully harmonize their interests in order to maximize benefits to commuters and minimize environmental harms in the short and long term. I look forward to continued dialogue as this process moves forward.	C-4, PI-5
1235	1/28/2025	Chris Flores	Thank you for seeking public input on the proposed south expansion of MOPAC. By means of this note, I hope to make a case AGAINST the current plan, and share a couple of ideas toward a revised plan for the MOPAC highway instead. I am a daily swimmer at Austin's two aquifer-fed public pools, a member of the non-profit, Friends of Deep Eddy, and a TXDOT retiree. I'm weighing-in today on behalf of Austin's west side beautiful, historic pools and parks, and the millions of people who use and support them. My "against" reasons: 1) NOISE: the current configuration of the MOPAC highway bridge over the river is noisy to the point where swimmers can barely hear each other speak poolside at Deep Eddy. (I included a smartphone video/audio from the pool, so you can hear it for yourselves.) It is my understanding, from speaking to the TxDOT noise reduction expert at the Austin High open house in late 2024, that TxDOT has funded a decibel test of the Deep Eddy Zone: community gardens,	TN-1

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			the pool, the trail and general park adjacent to the MOPAC bridge. Our Friends of Deep Eddy group is interested in seeing these results, we hope they are made available to the public. Noise levels are a health issue, as you know. I can't imagine how much more noise will result from an expansion of Mopac, I fear it could become a health hazard to pool users.	
1235.01	1/28/2025	Chris Flores	That said, should the MOPAC expansion proceed despite public opposition, please consider mitigating the noise with attractive, green concrete walls on the road and the bridge. I've included some pictures to illustrate. SIZE/COMFORT: I think the south segment of MOPAC could use some modifications to make driving on and off more efficient, but a Katy-Freeway size expansion is not the solution Austin needs.	TN-1, AE-1, Alt-6
1235.02	1/28/2025	Chris Flores	I have been driving through the expanded I10 Katy freeway monthly for the last 4 years, for medical treatment. I've found driving in 7 to 12 lanes to be intimidating at maximum speeds, frustrating in rush hour, and frequently, scary. I've witnessed a vehicle fire mid-rush hour, and a tanker truck rollover accident in rain. On summer afternoons, the temperature on the Katy freeway is 10 degrees hotter than in the city of Houston. Think about that level of heat for a minute. At 90%+ humidity and 85F, human organs are affected. I can't count how many times I've watched the temperature rise in my car thermometer to 115F while driving at 2 miles per hour in a pm traffic jam on the Katy freeway. The combination of Houston humidity/heat, miles of treeless concrete expanse and vehicle motors running, makes being in those miles of traffic feel like a dystopian hellscape. The video enactment of an expanded MOPAC at the open house presented light traffic, speeding along. This would occur in Austin perhaps after 10PM, but is an unrealistic portrayal. An actual video of I10 in Katy at 3PM or 8AM would have been more appropriate. The need for an expansion as proposed is based on skewed growth projections taken from 2019 to 2023. This was during the Covid pandemic period where remote work caused Austin's abnormal population growth. Austin's population has since dropped and normalized. I suggest TXDOT recalculate the population estimates to use a more conservative, long term formula, like over 40 years, excluding the Covid period, as an outlier. Furthermore, specific calculations of the traffic on the south stretch of MOPAC should be studied deeper, and perhaps postponed until the effects of two major Austin transportation projects can be measured: 1) Austin's central city Project Connect is built and has had time to change mass transit patterns. 2) the I35 expansion is built. and pause MOPAC for 20 years to follow the results of Austin's home building code changes in 2024, that allow more home building density. Austin's commuter patterns will change.	RP-1
1235.03	1/28/2025	Chris Flores	I close by circling back to things I know in my heart we must leave intact for future generations of Texans: Austin's parkland, nature, pools, aquifers. Please study the full environmental impact of these priceless gems and proceed with their preservation at the forefront as you advance your highway work. Austin needs TxDOT to be a champion for our city's beauty.	ENV-1
1236	1/28/2025	Heather Eberle	Hello! My name is Heather, I am a born, raised and educated Texan concerned about the implications of the proposed Mopac Toll Expansion. First, I don't believe the environmental concerns were fully vetted. Also, the build and no build alternatives tables are lacking, there are several no build alternatives not none as shown. Financially speaking, this is a disaster, these tollways are ruining the city and increasing traffic for locals who can not afford to pay more to get to work. Last but certainly not least, this will make traffic worse, bottlenecking, and for how long...?	Alt-1
1236.01	1/28/2025	Heather Eberle	Besides the protected water, birds, Salamanders and spiders that are endangered, this proposal does not show an in depth research process regarding the damage roadway construction near waterways can and will cause. This information and research was lacking transparency. People need to know research happened, that all applicable governing agencies were contacted, and what those agencies concerns are, not just they will be contacted. Personally, I would like to know the cost of permits to do this here, in an Edwards Aquifer Recharge zone and US Fish & Wildlife endangered species protected area are versus somewhere else. TCEQ, EPA, TXPWD, you mentioned, although it is unclear what the reprecussions will be IF the proposal moves forward. You tout 200k visitors, think about WHY people stay in Austin and visit it, because of the nature!	ENV-1, C-5
1236.02	1/28/2025	Heather Eberle	There seem to be several alternatives to reduce traffic that were not in your study, including alternative roadway build areas. Please lmk if you considered connecting 360 to to 71 and 290 west of the proposed site, or a road south of the river. Moving traffic to the loop outside downtown is necessary to eliminate bottlenecking. Consider incentivizing alternative business hours, night hours, et cetera. Direct traffic out of the area any ways you can at peak times. Create	Alt-1, BP-1

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			an expressway or carpool lane(s) in the current roadway as stated, with paint, both ways. Incentivize carpooling! Consider improving the current alternative transportation routs via walking and biking, as stated by several commenter's on your interactive map. Make it easier to choose alternatives to cars, focusing on the build up at the river. Consider a downtown shuttle to increase carpooling and decreas traffic, bring back the Dillo. Consider a no emission ferry! Please don't make it seem like there aren't extensive no build alternate solutions. The current tolls are a nightmare, surely you receive complaints, we absolutely need to remedy all of these issues before expanding toll projects! I can not afford tolls, as most workers, though my routes are now greatly slowed down. 290 east fiasco as well as Mopac south toward downtown. I see an empty lane while slowed or stopped in traffic MOST of the time. I am absolutely against more toll roads because taxpayer money should not be spent this way, it's ludicrous.	
1236.03	1/28/2025	Heather Eberle	Your plan doesn't have enough data on the environmental financials in a comparative analysis with other possible roadway construction that could divert trafic with less environmental impact. Your plan doesn't show a comparative financial analysis of possible expansion whatsoever. We need to know how much time and money these proposals are when compared to one another.	OCO-1
1236.04	1/28/2025	Heather Eberle	For these reasons, I am against the Mopac and toll expansion proposal. There are several alternatives that need to be considered, including those from public comments, from your commendable interactive map, and from looking at successes in other cities with similar situations as well as failures elsewhere. I would like to be a part of the process and am willing to help your team in any way possible. Thank you for your thoughtful considerations. Hope that a better list of options have surfaced and that the final solution/ plan will achieve the utmost efficiency by a rubric of environmental, financial and logistical progress to the traffic issue.	PI-5
1237	1/28/2025	Jules Elkins	As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments on the MoPac South Environmental Study virtual open house as official comments for consideration. 1. Full Environmental Impact Analysis. A full Environmental Impact Statement (EIS) is needed for the MoPac South expansion because it's a large project with significant environmental risks. The EIS would provide a detailed study of the project's potential impacts, without which we do not have adequate information to make an informed decision.	ENV-1
1237.01	1/28/2025	Jules Elkins	2. Health Assessment. Increasing Mopac South by up to 4 additional lanes will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of Mopac have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented.	AQ-1, ICI-1, AQ-2
1237.02	1/28/2025	Jules Elkins	3. Analyze real alternatives to added toll lanes. The proposed six “alternatives” offered are all variations on one concept—adding toll lanes to MoPac South. I encourage the analysis of a range of alternatives that make better use of existing pavement and take into account changing traffic patterns. Specifically, analyze an alternative that involves converting inside existing lanes to rush hour HOV lanes with little or no additional pavement as an option in the analysis—and pursue in the interim as a test solution for very little money.	Alt-1
1237.03	1/28/2025	Jules Elkins	4. Include the climate implications as a primary concern in the Mopac South plans. The transportation sector is the greatest contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 4 additional lanes for 8.8 miles will induce up to 116 million vehicle miles travelled per year, which is about 1.2 million metric tons of CO_2 emissions by 2050.	AQ-1
1237.04	1/28/2025	Jules Elkins	5. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen’s understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people who are interested in different forms of mobility — that are pushing	PI-2, PI-5

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			innovative options for transit that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a “utilitarian infrastructure project”? If the answer doesn’t prioritize the planet, public health and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does.	
1237.05	1/28/2025	Jules Elkins	Moving transit away from highways and cars is happening all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outcry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHHIP “can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false.”	EL-1
1237.06	1/28/2025	Jules Elkins	We live on a rapidly warming planet. We know what kind of infrastructure projects are going to help, and which are going to hurt our chances of survival. These are not just roads, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people say they would like to reduce greenhouse gas emissions. However, the infrastructure that will allow us to do this requires trade offs, such as losing a traffic lane to put in a bike lane, or muscling through a few months of construction near neighborhoods in order to build a new transit stop. In Conclusion Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mandate from voting citizens that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards asphalt and road widening. It will require elected officials to show political courage and boldness and implement the will of a representative democracy — not just the squeakiest wheels with the largest campaign donations. Let’s slow down and have this vitally important community conversation about our future as Austinites and the future of Austin.	AQ-2, Alt-1
1238	1/28/2025	Jeanne Shaub	This note is submitted for the Comment Period. MOPAC South my left hind foot. You're already gouging out two layers of two lanes each on each side of MOPAC all the way north to Parmer Lane. So, MOPAC All-the-way That's a WALL of traffic and structure bounding western Austin. We have to cross this barrier to access even the medical clinics and hospitals now in place thereabouts. Tell the truth -- you're creating Austin and West Austin piece by piece!	SCI-1
1239	1/28/2025	Elizabeth Burton	Look I get it—traffic is terrible, and the impulse when the voices heard are mostly from those set to make huge profits from addressing it by building more highways. However, from my research the cost-to-benefit ratio of this plan is equivalent to shooting oneself in the head to cure a headache.	EL-1
1239.01	1/28/2025	Elizabeth Burton	I have yet to see an environmental-impact study done by those whose interests lie in never-ending development, but the simple fact is continuing to slather pavement over surfaces is going to turn most of the planet into the wasteland too much of it has already become. Most of those studies never address how it creates toxic microclimates of the kind that contribute to heatwaves and wildfires and droughts and floods. We just can't keep doing what we know will make matters worse for everyone because it will make things more convenient for a few—and enrich a few others. There are cities where traffic problems are being addressed in ways that enrich the environment instead of destroying it. We need to stop listening to a state government that operates on the basis climate change is a minor issue, if it exists at all, and the only acceptable economy is based on endless growth and expansion. No one with any sense thinks that's possible. It was a fairy tale when Reagan put it in motion in 1981, and it's remained one for the last 44 years. It's suicidal. If there really is a problem, which from where I sit is questionable, smart people look for multiple solutions, and smarter people who understand where we are on the scale of ecological disaster pay special attention to the ones that solve the problem while not adding to a bigger one.	ENV-1, AQ-2
1240	1/28/2025	Lawrence F. Lander	I am writing to convey my comments on the current 2C plan for the MoPac South Expansion. A number of items raise serious questions about the value of this project and this approach to MoPac. First and foremost, unlimited and unencumbered highway expansion is contrary to what Austin wants: It seems clear to this voter that Austinites want fewer cars, less environmental damage, and more robust protection of our unique natural resources particularly the Barton Creek watershed and, more broadly, the Edwards Aquifer. This project would not support any of those goals. This more lanes model seemed like a bad idea when it was first introduced fifty years ago. Nor was it working when the last expansion was proposed and rejected, and now it seems this is a warmed over version of some of those earlier studies. Do we just keep submitting something until it sticks? Now, we also have the real-life lesson of what happens when highways are widened ad infinitum—if you build it, they will most certainly come: Having spent over forty years in Houston, I know the Katy Freeway story first-hand. It’s now perhaps the widest freeway in the world however congestion, traffic, travel times, and environmental damage have not improved. And to the great chagrin of every Houstonian and every Texas taxpayer, the project is routinely used as a poster child for what not to do with freeways. Let’s not repeat bad ideas in Austin.	PN-1, ENV-1

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1240.01	1/28/2025	Lawrence F. Lander	Are there new and better traffic models we should be using that better reflect how population and growth are distributed, how commuting patterns have changed, and what current and future conditions may require—particularly in our post-COVID world?	RP-1
1240.02	1/28/2025	Lawrence F. Lander	I'm often struck by the seeming inability for our left hand to know what the right hand is doing. This project in conjunction with current studies to enlarge SH 45 at the south end of Travis County will transform MoPac into a western version of I-35 with disastrous consequences for environmental quality and the Edwards Aquifer. MoPac will become a more congested thoroughfare for long-haul trucks and cars trying to simply pass through instead of the regional highway that it is today.	RP-1, RP-2
1240.03	1/28/2025	Lawrence F. Lander	The environmental and physical damage to important Austin landmarks will be significant. Particularly troublesome is a new and widened bridge over Lady Bird Lake and its likely impact to the lake itself, the Butler Hike and Bike Trail, Cesar Chavez, Zilker Park, Austin High School, and the Barton Creek Greenbelt—my neighborhood! This project violates standards set by the Save Our Springs Initiative Ordinance—overwhelmingly approved by Austin voters. Even by the CTRMA's own studies, travel times may be only slightly improved, but hardly enough to justify this level of environmental impact and degradation. If travel times are not significantly different, I see no value in moving forward with this approach—particularly given its enormous scope and impact. I would encourage the CTMRA to prioritize a less costly and less environmentally damaging plan with simpler roadway upgrades, resolving known bottlenecks, improving signage and enhancing public transit. Thanks for the oppoturnity to provide some input.	C-5, Alt-6, CR-2, WQ-1
1241	1/28/2025	Barton Springs Conservancy via Michael Cannatti	On behalf of Barton Springs Conservancy, we submit the attached letter with comments on the South MoPac environmental study. In keeping with the Mobility Authority's commitment to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources, we share your concern about the potential impact that this project could have to the Barton Springs system and the natural life that exists nowhere else in the world. Accordingly, the attached letter raises a number of concerns and suggestions about the project that we wanted to share with you in hopes that your planning will include solutions for these concerns. Barton Springs Conservancy works to honor, preserve, and enhance the experience of Barton Springs for everyone through education and park improvements. It is our policy to follow core environmental values for protecting and preserving the water quality at Barton Springs, including opposing development that could cause environmental damage to Barton Springs and the Barton Springs segment of the Edwards Aquifer. As you know, the Mobility Authority is committed to environmental stewardship that balances the need for infrastructure improvements with preservation of the natural resources. And as you also know, the entire stretch of the MoPac South project traverses the Edwards Aquifer Recharge Zone and encroaches upon sensitive karst features and caves which provide habitat to several threatened and endangered species. As a result, we share your concern about the potential impact that this project could have to the Barton Springs system and the natural life that exists nowhere else in the world. To further our shared goal of environmental stewardship, we consulted about this project with David Johns, an environmental specialist and hydro-geologist who worked for the City of Austin's Watershed Protection Department for decades. In our conversation, he raised a number of concerns and suggestions about the project that we wanted to share with you in hopes that your planning will include solutions for these concerns. GENERAL ISSUES 1. MoPac south effectively runs along the spine of the Barton Springs Edwards Aquifer Recharge Zone. We trust and expect that CTRMA will include construction project protections to prevent any degradation of water quality in the aquifer as a result of the project.	WQ-1, TES-1, C-5
1241.01	1/28/2025	Barton Springs Conservancy via Michael Cannatti	2. Travel times for water entering the aquifer and discharging from Barton Springs ranges from hours to days along the footprint of the project. We trust and expect that CTRMA has developed spill plans for containment and treatment of spills during construction. 3. We trust and expect that CTRMA will inspect and repair water quality controls during construction on at least a weekly basis. 4. We trust and expect that CTRMA will check water quality controls during construction prior to expected rains of 1 inch and greater. 5. We trust and expect that CTRMA will have environmental inspectors to examine the project every day. KARST ISSUES 1. Since it is not clear what kind of karst studies have been conducted, we trust and expect that karst studies are prepared and considered as part of the project design. 2. We trust and expect that CTRMA will determine contributing drainage areas for all karst features along the proposed project and within 1 mile downstream of the project. 3. We trust and expect that CTRMA will develop agreements with COA/Watershed and BSEACD to have their geological staff examine all karst features encountered during construction. 4. We trust and expect that CTRMA will conduct subsurface geophysical investigations along the entire length of the project.	WQ-1, C-5, ENV-2

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			5. We trust and expect that CTRMA will protect known karst features, such as that under the overpass at MoPac and Hwy 290. 6. We trust and expect that CTRMA will develop criteria to protect karst features found during construction, including karst features in, near and adjacent to the project footprint (Jones Sink and rest of Barton Cr downstream, Baby Fox Cave, Whirlpool Cave, Dick Nichols Park Cave, Buddy's Vault, Pipeline Sink and others nearby. WATER QUALITY ISSUES 1. It is not clear what percentage of impervious cover, existing and new, has/will have water quality treatment and to what standard. Please clarify this information. 2. We request that ALL the new IC should be treated to 100% TSS removal. 3. We trust that the project will use pervious pavement as used on MoPac north and SH45SW, and request that there be a plan or schedule to revitalize the pavement after some period of time so it is again effective for TSS removal.	
1241.02	1/28/2025	Barton Springs Conservancy via Michael Cannatti	4. We recommend that partnerships with the City of Austin be pursued to enhance water quality treatment in all feasible locations. We know you deeply love Barton Springs, and thank you for your careful consideration of this matter.	PI-5
1242	1/28/2025	Noah Pocrnich	As an Austin resident who values the health of my community and of our city's natural beauty, I submit the following comments to the MoPac South Environmental Study virtual open house. 1. Environmental Concern A publicly disclosed Environmental Impact Statement (EIS) is a necessity for the MoPac South expansion. Without a report the environmental risk and vulnerability remains largely unknown. What will the effects be on Austin's most treasured natural attractions? We cannot allow Barton Springs, Lady Bird Lake, and Zilker Park and all the endangered species that call these beautiful places home to be jeopardized. We must not go forward without a detailed EIS.	ENV-1, PN-1
1242.01	1/28/2025	Noah Pocrnich	2. Health Concern Pollution will undoubtedly increase with the proposed expansion of Mopac South. With up to 4 new lanes, Austin will be exposed to greater amounts of traffic-related air pollution which have been shown to cause higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Human health effects from this expansion will lead to a sick urban center where air and water quality are negatively impacted for generations to come.	AQ-2
1242.02	1/28/2025	Noah Pocrnich	3. Transportation Sovereignty Community wisdom is often overlooked in development and infrastructure projects, this is a unique opportunity to get answers from those who are most acquainted with, and affected by, the construction project. In other words, those being most impacted should have the most answers. There are real alternatives to the Mopac South lane expansion that do not require the displacement of homeowners and local businesses. We must ask: Can we truly imagine a better transportation future in Austin without co-producing that vision with its residents? And if we fail to do so, how can we ever conduct a meaningful cost-benefit analysis without understanding how all Austin residents will be affected? There has yet to be an alternative solution that has come entirely from the community. A community that defines their own transportation perhaps will not overlook those that do not, or cannot, drive; they may even invest in long-term solutions like public transit, safe bicycle lanes, and walkable infrastructure. This input is important and vital. As an Austin resident who will not be immediately displaced by this project, I stand firm: we must never assume that the benefit of many justifies the harm done to the few—no matter how capacious or incremental that benefit may seem.	PI-5
1242.03	1/28/2025	Noah Pocrnich	4. More Lanes Do NOT Work There is a growing body of academic literature that argues, in the long run, that adding more lanes to highways fails to reduce congestion. This is due to "induced demand," or the concept that with the expansion of roads, more people drive and thus fill in the newly made space. Rather than solving traffic problems, expansion only provides temporary relief before congestion returns to pre-expansion levels. There has yet to be any evidence to suggest that the South MoPac expansion will produce a different result. Conclusion At stake with this decision is the health of Austin's population and natural environment. With the creativity and expertise of community members and transportation specialists—alongside the firmness and courage of political leaders—we have an opportunity to challenge the outdated logic that has long prioritized road expansion over long-term solutions. Public health, natural degradation, and community voices cannot be overlooked in this process.	Alt-1, ICI-1
1243	1/28/2025	Save Our Springs via Bobby Levinski	Attached to this email are the comments that I am submitting, as well as (i) written comments we received from members and others; and (ii) a collection of the emails that were emailed to the CTRMA through our Keep Mopac Local portal, as of about 5pm today. More will likely come through until midnight. On behalf of the Board of Directors and members of the Save Our Springs Alliance, I respectfully submit the following response to Open House #6 regarding the proposed MoPac South expansion project. These comments detail our continued and fundamental opposition to this project due to the significant impacts it will have on Austin's unique and irreplaceable environmental resources. However, these comments should be considered cumulative of the prior letters and comments that we have submitted throughout the lifespan of this project. We have participated in prior stages of this current, revived process, including	ENV-1, TES-1

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			technical working group reviews, the in-person meeting on December 9, 2025, and several community meetings hosted by the Austin Independent School District, where school officials and parents voiced their concerns about the proposed expansion. However, despite this participation, there is still no improvement to the overall project, and cooperation and collaboration is still hampered by CTRMA's withholding of information and refusal to participate in meaningful public dialogue. We have also helped generate comments from over 1,300 Austin residents and MoPac commuters to the CTRMA's Open House #6, the overwhelming majority of which are opposed to the proposed expansion and the ongoing environmental review process. SOS shares these community-wide concerns. The severe and lasting impacts this expansion would inflict upon Austin's environment are not worth the negligible benefits suggested in the Open House #6 materials. The expansion and its construction will have an immediate and direct impact on several environmental resources, iconic spaces, and ecosystems throughout the 8-mile corridor, including Barton Springs, Barton Creek, Eanes Creek, Gaines Creek, Williamson Creek, the Barton Creek Greenbelt, Zilker Park, Lady Bird Lake, and the Edwards Aquifer Recharge Zone. These areas are not only central to Austin's identity but serve as habitats for numerous local and native species, including the federally listed endangered Barton Springs Blind Salamander, Austin Blind Salamander, and Golden-Cheeked Warbler. The proposed construction threatens to irreparably harm these species and their habitats. It is deeply troubling that CTRMA continues to advance this project without adequately addressing the environmental degradation and irreversible damage it could cause.	
1243.01	1/28/2025	Save Our Springs via Bobby Levinski	We, thus, once again, request that CTRMA proceed with a full Environmental Impact Statement, consistent with the purpose and intent of the National Environmental Policy Act. I. About Save Our Springs Alliance The Save Our Springs Alliance (SOS) is a nonprofit organization based in Austin, Texas, dedicated to protecting the Edwards Aquifer, its springs, and the natural and cultural heritage of the Hill Country region. As part of this work, SOS places a special emphasis on the protection of Barton Springs. SOS recognizes that we, collectively, enjoy a privilege of swimming in the clear, cool waters of Barton Springs—a privilege that intertwines our lives and our decisions with those of the Barton Springs and Austin Blind Salamanders. With this privilege, comes the responsibility to protect the Salamanders' home and to act as stewards for their habitat. Our team of attorneys, scientists, and advocates work to ensure that our activities do not harm this fragile ecosystem but uses education and advocacy to contribute to the preservation of the Edwards Aquifer and Barton Springs for current and future generations. II. MoPac South Needs a Full Environmental Impact Statement, With Updated Alternatives. SOS has repeatedly requested that CTRMA prepare a full Environmental Impact Statement (EIS) under the Phase 2 changes to the National Environmental Policy Act (NEPA) regulations. An EIS is unavoidable for this project, due to the significant environmental impacts of the project. A full EIS would allow for a comprehensive analysis of direct, indirect, and cumulative impacts, demonstrating CTRMA's commitment to environmental stewardship and transparency. This proactive approach could help avoid potential legal challenges and delays that might arise from an insufficient EA. Switching the process would be responsive to the Travis County Commissioners Court, which has formally requested that CTRMA conduct a full EIS, reflecting local stakeholders' concerns about the project's environmental consequences. Complying with this request would not only align CTRMA with local leadership but also foster goodwill among the community. While a full EIS may seem like more time-consuming and costly initially, it could ultimately save time and resources by addressing significant environmental concerns upfront. This thorough review would reduce the risk of litigation and project redesigns, ensuring a smoother path forward. By recognizing the project's environmental significance and taking this step, CTRMA can enhance its credibility and facilitate a more successful project outcome.	ENV-1, TES-1
1243.02	1/28/2025	Save Our Springs via Bobby Levinski	III. Austin Deserves an Updated Purpose and Need Statement and the Introduction of New Alternatives. Given the age of the current Purpose and Need Statement, the Mopac South project requires a thorough reevaluation of its scoping process, including the development of a new Purpose and Need Statement and the introduction of updated alternatives. The Save Our Springs Alliance urges the CTRMA to formally collaborate with the community to create a Purpose and Need Statement that reflects modern commuting trends and local priorities. The existing statement, written over a decade ago, does not account for the widespread changes in commuting patterns brought about by the COVID-19 pandemic, the rise of hybrid work models, and advancements in telework technology. Since the original project scoping and alternatives analysis were conducted before 2015, the Austin region has undergone substantial transformations, including the approval of Project Connect in 2020, which emphasizes transitoriented solutions. These changes demand a fresh evaluation of the project's assumptions and goals to ensure alignment with the region's long-term needs and values. CTRMA must also reconsider alternatives that were dismissed years ago and provide the community with an opportunity to propose new ones. The decisions made during the initial scoping and alternatives analysis are based on outdated data and assumptions that no longer reflect current realities. For example,	PN-1, RP-1

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			the CAMPO 2045 traffic model, which underpins this project, relies on 2019 traffic data that fails to account for the post-pandemic "new normal." According to the 2023 Urban Mobility Report by the Texas A&M Transportation Institute, while vehicle miles traveled have returned to near-2019 levels, traffic patterns have shifted significantly. Congestion is now spread more evenly throughout the day, and peak-hour traffic is less pronounced. Mondays and Fridays see lighter traffic due to the widespread adoption of hybrid work schedules. These changes underscore the importance of using updated data and reevaluating alternatives that reflect evolving commuting patterns and land-use priorities. Additionally, CTRMA's reliance on outdated assumptions risks implementing a project that is fundamentally misaligned with Austin's broader mobility goals. Instead of focusing solely on highway expansion, CTRMA should consider system-based alternatives, such as transitoriented solutions and targeted bottleneck improvements, which could address congestion more effectively. Recent roadway projects, such as RM 360 intersection enhancements and the proposed I-35 expansion, demonstrate that strategic system-based upgrades can mitigate traffic without the need for additional lanes. Expanding Mopac South as currently envisioned would likely exacerbate congestion through induced demand—a well-documented phenomenon where increasing roadway capacity encourages more driving, thereby negating any initial congestion relief. As traffic temporarily eases, the highway becomes more attractive, leading to higher traffic volumes, longer commutes, and increased sprawl. This cycle not only undermines the project's stated goals but also contradicts Austin's efforts to reduce car dependency and promote sustainable mobility options. Traffic data further supports the need for reassessment. CTRMA claims that Mopac South attracts up to 200,000 vehicles per day, but this figure conflicts with data from the TxDOT Traffic Count Database. For instance, daily traffic counts at the Lady Bird Lake bridge crossing dropped from 179,255 in 2019 to 156,329 in 2023. Similar declines are evident elsewhere along the corridor. While traffic volumes have rebounded somewhat since the pandemic, they remain below 2019 levels, and the nature of congestion has fundamentally changed. The CAMPO 2045 model's reliance on pre-pandemic data makes it inadequate for addressing today's transportation challenges. Most Austinites agree that Mopac faces significant congestion issues, and targeted upgrades could improve traffic flow. However, CTRMA's current approach, which prioritizes highway expansion, overlooks the broader impacts of induced demand and the potential benefits of alternative solutions. A "No Build" scenario may not be viable, but a "Low Build" alternative that focuses on addressing bottlenecks and improving the functionality of existing lanes could provide meaningful congestion relief without the excessive costs, years of construction, and environmental harms associated with highway expansion. Moreover, CTRMA should partner with local governments and major employers to promote telecommuting and remote work, proven strategies to reduce traffic demand. We strongly urge CTRMA to reopen the project scope and alternatives analysis to reflect current conditions, regional transportation plans, and Austin voters' approval of Project Connect. By doing so, CTRMA can ensure that the Mopac South project aligns with the community's evolving needs and values, prioritizing sustainable, transit-oriented solutions over outdated highway expansion strategies. This approach will better serve Austin's future by addressing congestion while supporting the city's mobility and environmental goals.	
1243.03	1/28/2025	Save Our Springs via Bobby Levinski	IV. Lack of Transparency and Access to Critical Data Our ability to provide meaningful feedback has been hampered by CTRMA's refusal to share critical information. Specifically, requests for environmental surveys, identified environmentally sensitive features, and other source data used to assess potential environmental impacts have not been granted. During the working group process, stakeholders were asked to propose mitigation strategies without access to studies or assessments quantifying foreseeable impacts—an unreasonable and unacceptable approach to transparent public engagement. SOS has also requested access to the scientific research, studies, and methodologies CTRMA intends to use to evaluate water quality impacts. Prior CTRMA projects relied on a non-peer-reviewed study that significantly underestimated the environmental impacts of highway construction on the Edwards Aquifer Recharge Zone. These studies were widely discredited by experts, including hydrologists and environmental scientists from the City of Austin and Travis County. Further, CTRMA has refused to commit to specific water quality standards or disclose proposed treatment methods. Without these critical details, it is impossible for our organization or the broader public to assess the environmental risks or hold CTRMA accountable for mitigating them.	ENV-2
1243.04	1/28/2025	Save Our Springs via Bobby Levinski	V. Endangered Species and Lack of Consultation At Open House #6, CTRMA consultants indicated that consultation with the U.S. Fish and Wildlife Service (USFWS) has not yet been initiated. Troublingly, species such as the Austin Blind Salamander were not listed as present in the area, and no serious consideration appears to have been given to the imminent threat posed to endangered species habitats, including Barton Springs Pool, which lies less than half a mile from the proposed construction site. The lack of detailed information about species impacts and vague references to the Endangered Species Act's consultation requirements are deeply concerning, with predetermined decisions being made about the size and scope project without consideration of the impacts to these endangered species. We strongly urge CTRMA to take these obligations seriously and to provide transparency about how endangered species and their habitats will be protected. Unlike prior projects in the area, due to the proximity of the proposed project to these endangered species' habitats, CTRMA cannot rely on the Optional	TES-1, WQ-1, C-5

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			Enhanced Measures for the Protection of Water Quality in the Edwards Aquifer (Revised), TCEQ publication RG-384A (“OEMs”), for a “no take” concurrence. Such OEMs specifically do not apply to projects within one mile of spring openings that provide habitat for Federally-listed species. CTRMA should already be coordinating with USFWS on threatened and endangered species immediately, and include City of Austin, Travis County, BSEACD, and BCCP in such discussions. The ESA requires early consultation so that decisions are not predetermined that will affect the species. Based on the rigidity of CTRMA with respect to this alternative, it is likely that line has already been crossed. A. Barton Springs Salamander and Austin Blind Salamander. The Barton Springs Salamander (Eurycea sosorum) and the Austin Blind Salamander (Eurycea waterlooensis) are two critically endangered species that call the Barton Springs segment of the Edwards Aquifer their home. In Austin, these unique amphibians have become symbols of the delicate balance between urban development and environmental conservation. Their endangered status underscores the urgent need for protection and conservation efforts and highlights the unique fragility of the Edwards Aquifer and their ecosystem. Figure 1. Map Showing Known Locations of Endangered Salamander Species, Barton Springs and Austin blind salamander locations nearby (Chippindale et al. 1993, Bendik et al. 2013, McDermid et al. 2015, Devitt and Nissen 2018, Datri 2022). Both salamander species are fully aquatic and neotenic, meaning they retain larval characteristics throughout their lives. They rely entirely on the pristine waters of the Edwards Aquifer, which provides the high-quality, clear water essential for their survival. The Barton Springs Salamander is typically found in surface habitats near spring openings, pools, and spring runs, often hiding under rocks or gravel, or within aquatic vegetation and algae. It can thrive in water depths ranging from 0.1 to 5 meters, with a preference for temperatures around 20°C (68°F). The Austin Blind Salamander, while sharing similar habitat requirements, has adapted to a more subterranean lifestyle, evidenced by its eyespots covered by skin instead of image-forming lenses. The habitat needs of these salamanders are unique and extremely vulnerable to environmental changes. They depend on consistent, high-quality water flow from the aquifer, making them extremely sensitive to alterations in water chemistry, pollution, and changes in water quantity. This dependency on pristine aquatic conditions makes them excellent indicators of overall ecosystem health, but it also puts them at significant risk from human activities. MoPac South will negatively impact the quantity and quality of water recharging Edwards Aquifer by increasing impervious cover, increasing the probability of occurrence of hazardous material spills, and causing increased sedimentation that will directly impact both surface and subsurface drainage areas of karst features. The resulting degradation of water quality and impairments of water quantity have direct negative impacts on the endangered salamander species. One of the most pressing threats to these salamanders comes from urban development, including highway projects like the proposed expansion of the MoPac South expressway. Such developments have severe impacts on water quality and aquatic habitats, primarily through increased sedimentation and runoff. Highway construction often leads to the creation of impervious surfaces, which increase the volume and velocity of runoff carrying pollutants into nearby water bodies. This runoff can contain a cocktail of contaminants, including heavy metals, oils, and other toxic substances, all of which can degrade water quality in the salamanders' habitat. Sedimentation (dirt) poses a dire threat to these salamanders. When construction activities disturb soil, increased sediment occurs within runoff, and then enters the aquifer through exposed caves and sinkholes. Given that parts of the MoPac South construction are within less than onehalf mile of the Austin Blind Salamanders’ official habitat and directly affects Barton Creek upstream of Barton Springs, this sedimentation will have a direct and potentially lethal impact on the salamanders, especially affecting their gills. The sediment can cause physical damage to the delicate gill structures, impairing the salamanders' ability to breathe effectively. This damage leads to reduced oxygen intake, which in turn can result in overall health decline, reduced growth rates, and death. Sedimentation also causes habitat degradation by covering breeding and foraging grounds, making them unsuitable for salamander larvae and reducing their chances of survival. In response to these challenging conditions, larval salamanders may exhibit compensatory behaviors, such as increased rocking, to improve water flow over their gills and enhance oxygen uptake. However, these behaviors are energy-intensive and can further stress the already vulnerable salamanders. The Barton Springs Salamander was listed as endangered on May 30, 1997 (62 Fed. Reg. 23377) (May 30, 1997), due to its highly restricted habitat and extreme sensitivity to environmental changes. This unique salamander is endemic to the spring outlets of Barton Springs, which are replenished from groundwater in the Edwards Aquifer in lower	

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			Barton Creek. The Barton Springs Salamander has one of the smallest geographic ranges of any vertebrate species in North America. As its name would indicate, “SOSorum,” honors the Save Our Springs Initiative, which established the City of Austin’s standards for water quality protection within the Barton Springs Zone, the recharge and contributing areas of the Edwards Aquifer. By protecting these zones, the SOS Ordinance ensures the consistent flow of clean water to sustain the salamander’s habitat. Although the species was listed without a designated critical habitat, the City of Austin’s Watershed Protection Department (COA WPD) developed a Habitat Conservation Plan (HCP) in July 2013 to address the threats to the species and support the salamander’s recovery. This lungless salamander is aquatic and neotenic, meaning they retain larval, gill-breathing morphology throughout their lives. As neotenic salamanders, they neither metamorphose nor leave the water, living and relying upon the fresh, clean flows of the springs throughout their entire lives. Austin Blind Salamander The Austin Blind Salamander (Eurycea waterlooensis) was listed as endangered on August 20, 2013 (78 Fed. Reg. 51328), due to its extremely restricted range, reliance on high water quality, and vulnerability to habitat degradation. This rare amphibian is endemic to the Barton Springs segment of the Edwards Aquifer, where it inhabits the underground aquifer and occasionally the spring outlets of Barton Springs. Like the Barton Springs Salamander, it is one of the vertebrate species with the smallest geographic range in North America. The Austin Blind Salamander is highly specialized for its subterranean environment, exhibiting reduced pigmentation, underdeveloped eyes, and external gills that allow it to respire underwater. As a neotenic species, it retains its larval features throughout its life and depends entirely on the clean, consistent water flows of the Edwards Aquifer to survive. As part of the designation, Barton Springs was designated as critical habitat for the Austin Blind Salamander, reflecting the necessity of preserving the clean aquifer flows that sustain it. The construction of MoPac South poses a direct threat to the species’ survival, as it risks degrading water quality and disrupting its fragile habitat. The omission of the Austin Blind Salamander from CTRMA’s materials during Open House #6 and the lack of consideration for the potential impacts on Barton Springs Pool represent a significant oversight. This omission raises concerns about the commitment to transparency to the public and to properly assessing the impacts on endangered species’ habitat.	
1243.05	1/28/2025	Save Our Springs via Bobby Levinski	VI. Water Quality Treatment Should Be SOS Ordinance. On August 8, 1992, the SOS Ordinance was approved by an overwhelming majority of Austin voters (approx. 2/3) who, in passing the ordinance, declared “their intent to preserve a clean and safe drinking water supply, to prevent further degradation of the water quality of Barton Creek, Barton Springs, and the Barton Springs Edwards Aquifer.” Austin, Tex., Land Development Code, § 25-8-513. With the SOS Ordinance, the City of Austin “recognizes that the Barton Springs Edwards Aquifer is more vulnerable to pollution from urban development than any other major groundwater supply in Texas.” Id. Because the Edwards Aquifer is a limestone aquifer, it lacks natural filtration, which means that pollutants can rapidly travel through the aquifer. The SOS Ordinance was created for the specific purpose of protecting Barton Springs and was a direct reaction to concerns about the negative impacts of urban development upstream of Barton Springs and the environmental degradation of the Edwards Aquifer and Barton Creek. The SOS Ordinance set a historic benchmark for water quality and remains the City of Austin’s (and our region’s) most effective tools at preventing the degradation of Barton Springs and the Edwards Aquifer. The ordinance establishes the community standard for non-degradation of water quality, requiring the treatment of stormwater runoff to pre-development conditions to prevent any further harm to these sensitive water bodies. The SOS Ordinance also imposes strict limits on impervious cover, intended to reduce pavement, disturbance, and development activity over the Edwards Aquifer Recharge and Contributing Zones. Impervious cover (e.g., pavements) both prevents rainwater from seeping into the ground and replenishing the aquifer and increases the runoff of pollutants flowing into creeks and recharge features. MoPac South will negatively impact the quantity and quality of water recharging Edwards Aquifer by increasing impervious cover, increasing the probability of occurrence of hazardous material spills, and causing increased sedimentation that will directly impact both surface and subsurface drainage areas of karst features. The resulting degradation of water quality and impairments of water quantity have direct negative impacts on the endangered salamander species. Were this project developed in compliance with the SOS Ordinance standards, impervious cover would be limited to 15% of the Net Site Area, as outlined in Austin, Tex. Land Development Code § 25-8-514. This requirement applies because the entire 8-mile stretch of the project lies within the Edwards Aquifer Recharge Zone, the most environmentally vulnerable part of the Barton Springs Zone. Despite repeated requests for the underlying data related to the	WQ-1

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			project's projected pavement and overall impervious cover, no estimates have been provided by the CTRMA during this Open House #6 or during the preceding technical working group process. However, one can suspect the addition of 4 to 7 new vehicular lanes will add a significant amount of pavement, increasing the non-compliance of the existing footprint of the highway. The SOS Ordinance also requires each development over the Recharge Zone to be responsible for the treatment of its own water, such that there is no increase in the "respective average annual loadings of total suspended solids, total phosphorus, total nitrogen, chemical oxygen demand, total lead, cadmium, E. coli, volatile organic compounds, pesticides, and herbicides from the site." Austin, Tex., LDC § 25-8-514. "For any given project, impervious cover shall be reduced if needed to assure compliance with these pollutant load restrictions." Id. To date, the CTRMA consultant team has not committed to treat highway runoff for these SOS-listed pollutants. While the CTRMA may argue that, as a state-created entity, it is not obligated to comply with local regulations, the issue at hand is not merely one of regulatory compliance but rather the significance of the environmental impacts caused by the project. The SOS Ordinance is grounded in the best available science for protecting Barton Springs, and its standards are designed to ensure non-degradation of water quality. If CTRMA cannot meet these non-degradation standards—given the location of the MoPac South expansion within the Edwards Aquifer Recharge Zone—it is undeniable that the highway expansion and its associated construction will have a significant negative impact on water quality and on the health of Barton Springs. After 13 years of project planning, there is still no identified water quality treatment for the MoPac South expansion. This is troubling because the most obvious constraint for this project is its location over the Barton Springs segment of the Edwards Aquifer Recharge Zone. Yet, the CTRMA has yet to communicate to the public a specific water quality treatment strategy, nor has it made a clear commitment to comply with the City of Austin's Save Our Springs Initiative (SOS) Ordinance, which sets the local standards for non-degradation of water quality. The SOS Ordinance should have been a foundational baseline for this project, not an afterthought or a vague consideration left until the end of the process. Without a defined plan, there is very little for the community to meaningfully comment on regarding water quality treatment. This undermines the purposes of the public engagement process. During the sole technical working group discussion on water quality, there was some indication from CTRMA consultants that "jellyfish filters" are being explored as a potential technology for water quality treatment. However, no substantive information has been provided by the CTRMA or its consultants on whether this technology would meet the SOS non-degradation standard or whether this technology has ever been successful in removing 100% of Total Suspended Solids (TSS). This lack of transparency raises questions about the veracity of CTRMA's statements, as well as the feasibility of a technology to meet the requisite protection for water quality on top of the Recharge Zone and on the doorstep of Barton Springs. The information shared in Open House #6 gives the public a false sense of security. CTRMA has stated it is "considering" achieving total TSS removal or that is "thinking about" compliance with the SOS non-degradation standard, but it has made no firm commitments to either. This creates an impression that environmental protection is an optional add-on to this project rather than a core requirement. Reaching SOS non-degradation standards should have been a non-negotiable starting point for this project, not a vague possibility left open-ended after more than a decade of planning. While it may be difficult to reduce the current highway footprint to the impervious cover limits of the SOS Ordinance, CTRMA should, at a minimum, contribute funding for conservation easements for the acquisition of water quality lands within the Barton Springs Edwards Aquifer Recharge Zone and the restoration of caves, for monitoring purposes and the restoration of natural flows, to address past environmental harms and to help mitigate additional harm that will result from the MoPac South Expansion.	
1243.06	1/28/2025	Save Our Springs via Bobby Levinski	VII. Caves and Karsts – MoPac South Threatens Austin's Underground Ecosystems. The Mopac South expansion poses significant risks to the karst and cave systems within the project area, many of which are located in the Edwards Aquifer Recharge Zone. These caves, including Whirlpool Cave, Old Farm Sink, and District Park Cave, as well as other sensitive features, are hydrologically connected to Barton Creek, Barton Springs, and the surrounding ecosystem. Construction activities, including highway widening (both inward and outward) and temporary construction easements, could directly impact these caves through contamination, physical destruction, or disruption of water flow. Pre-construction activities, such as geotechnical borings, are particularly concerning as they could divert perched water sources that feed these caves. A known sinkhole near the intersection of Mopac South and Convict Hill Road, likely connected to Whirlpool Cave, represents an additional vulnerable feature that must be avoided to ensure environmental protection. Previous projects in the area, such as the Mopac Intersections Project and SH45 SW, uncovered numerous previously undocumented caves, leading to construction delays and significant environmental risks. These risks include contamination of the Edwards Aquifer Recharge Zone, degradation of nearby hydrologically connected creeks, and threats to Barton Springs and its endangered species. Similar cave and recharge systems are present throughout the	TES-1, WQ-1, C-5, CR-1, WQ-2, ENV-1, C-6

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			Mopac South project corridor, particularly near Barton Springs, and must be carefully considered. Historical context also highlights the destructive potential of this project; for instance, the original construction of Mopac destroyed features like Ridgetop Sink, which was filled with rubble and irreparably damaged. Additionally, records from the Barton Springs Edwards Aquifer Conservation District from the period during the initial construction of MoPac South and during the subsequent periods of subdivision development in the early 1990s, there were anomalous amounts of sedimentation observed in wells and springs throughout the Recharge Zone. District inspection of construction sites noted many sediment releases near areas of recharge during these periods. The environmental consequences of additional excavation and ground disturbance in this karst region are immense. Sensitive features like caves, sinkholes, and recharge zones are critical for maintaining water quality and supporting local ecosystems. Construction of projects such as the Mopac Bicycle and Pedestrian Bridge has already demonstrated the risks posed by inadequate understanding of soils and bedrock depth, which resulted in deeper piers, delays, and increased risks to groundwater. CTRMA should coordinate with the Balcones Canyonlands Conservation Plan (BCCP), the City of Austin, Travis County, and the Barton Springs Edwards Aquifer Conservation District (BSEACD) to identify all known and potential caves in the as part of a full Environmental Impact Statement. Best management practices and alternatives should be developed to avoid harm to these features. Strong preference should be given to above-ground utilities and minimizing unnecessary excavation. Further, the use of sinkholes and subsurface areas for construction staging or heavy equipment should be avoided, and mitigation efforts should be required if these areas are disturbed. Comprehensive environmental studies and mapping of karst features, including Jones Sinkhole and other recharge features, must be conducted to inform project planning and ensure the protection of Barton Springs, Barton Creek, and the Edwards Aquifer.	
1243.07	1/28/2025	Save Our Springs via Bobby Levinski	IX. Construction Staging Areas Not Disclosed As part of our outreach, Save Our Springs (SOS) has received significant feedback from Austin residents expressing concerns about the proposed construction staging areas for the Mopac South expansion. Although potential sites were presented during the technical working group process, this critical information has not been shared with the broader public, is not included on the materials for Open House #6, and does not provide residents an opportunity to assess the proposed impacts or their implications on their daily lives. Specific locations of concern include Lady Bird Lake, the hike and bike trails, Austin High School, and those that would be adjacent to or within City of Austin parks and preserve lands. In June 2024, SOS formally submitted comments urging the Central Texas Regional Mobility Authority (CTRMA) to avoid utilizing Stratford Yard for construction staging. This area, often referred to as the "Butler Landfill," has a history of environmental degradation, particularly following its use by Austin City Limits (ACL) producers in 2018, which resulted in significant damage to the greenspace. The heavy rains during ACL led to the illegal dumping of rocks intended for overflow parking, further exacerbating the situation. Additionally, the Stratford Yard is located only 40 feet from the Edwards Aquifer, with groundwater found at depths between 10 ft. to 34 ft. The landfill beneath the site is not capped and consists of only a 1 to 5-foot layer of clay loam, making it unsuitable for heavy construction equipment. Previous geological assessments have shown signs of erosion, particularly near Eanes Creek, raising further concerns about stability. Given these concerns, SOS strongly requests that CTRMA refrain from disturbing the surface or subsurface of the Stratford Yard. Should any part of this space be utilized, it must be restored to greenspace to preserve its environmental and recreational value.	C-2
1243.08	1/28/2025	Save Our Springs via Bobby Levinski	X. Construction-Era Environmental Impacts are Significant. What specific measures are being implemented to ensure effective construction-time controls during the proposed expansion of Mopac South? The lack of a technical working group prior to Open House #6 on construction-era standards and protections for critical environmental features along the corridor raises significant concerns. CTRMA consultants deferred these discussions, despite construction-time impacts posing some of the greatest risks to Barton Springs and the Edwards Aquifer Recharge Zone. Past projects, like the Mopac Intersections Project, encountered numerous karst voids (72 in one case), leading to redesigns and delays, highlighting the sensitivity of these features. Without robust oversight, active monitoring, and proper controls, construction could increase sediment and nutrient levels, threatening water quality and habitats for endangered species. Previously, the City of Austin has highlighted a concern that projects constructed by the CTRMA, as well as TxDOT, have installed erosion and sedimentation controls that satisfy baseline regulatory controls but fail to restrict the flow of sediment off site. Local expertise from Austin and Travis County staff, experienced in managing these environmental challenges, is essential to minimize risks. However, CTRMA appears poised to use its state authority to bypass local environmental regulations, potentially undermining protections for creeks, caves, and other critical features.	WQ-1, C-5
1243.09	1/28/2025	Save Our Springs via Bobby Levinski	XI. Public Information on Construction Easements Do Not Adequately Reflect Potential for Environmental Harm. Despite CTRMA's repeated claim that the MoPac South expansion will use only the existing right-of-way, there are 35-foot construction easements on either side of the highway, shown on the diagrams. CTRMA plans to remove trees, pile dirt, and use these easement areas for staging purposes. This plan contradicts the narrative of minimal disruption, as tree removal and landscape alteration will significantly impact the local environment. The materials	C-4, C-6

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			provided at Open House #6 do not discuss or adequately disclose the extent of the tree removals, parkland takings, and other disturbances that will result to these easement areas. Because the entire stretch of this project is in the Edwards Aquifer Recharge Zone, these easements encroach upon several critical environmental features, such as Whirlpool Cave, which will be vulnerable to environmental harm (e.g., sedimentation, invasive species). Clearing trees reduces green space, negatively affects wildlife habitats, and contributes to increased runoff and erosion. Removal of trees also diminishes the environmental quality and enjoyment of areas, including the Barton Creek Greenbelt and Lady Bird Lake. Residents deserve transparency regarding the extent of land affected beyond the current right-of-way and should be informed about the environmental consequences of these actions.	
1243.10	1/28/2025	Save Our Springs via Bobby Levinski	XII. SH 45 Extension and Western Loop CTRMA has consistently discounted and diminished the environmental impacts of the MoPac South expansion by narrowly focusing on the right-of-way within the immediate 8-mile corridor, while ignoring the broader, cumulative environmental consequences associated with other interconnected segments of this project, including the proposed extension of SH 45 SW to connect it to I-35. This “SH 45 Gap” project is currently undergoing design and right-of-way acquisition by Hays County. In November 2024, Hays County passed a transportation bond to contribute $7 million in funding for its design. While the project is not reflected on the CAMPO 2045 Regional Transportation Plan, it is on Hays County’s Transportation Plan and the City of Buda’s Transportation Plan. It is a reasonably foreseeable project that is projected to direct more than 25,000 daily car trips to Mopac South. However, CTRMA has failed to account for the combined impacts of these projects on the Edwards Aquifer Recharge Zone, downstream water quality, and sensitive environmental features throughout the region. This piecemeal approach to environmental review not only undermines transparency but also violates the spirit of NEPA, which requires a comprehensive evaluation of cumulative impacts to ensure informed decision-making. By isolating the impacts of MoPac South from the broader regional context, CTRMA is effectively minimizing the significant risks these projects pose to Austin’s natural resources and the long-term health of the region’s ecosystems.	RP-1, RP-2
1243.11	1/28/2025	Save Our Springs via Bobby Levinski	XIII. Air Quality We strongly urge the CTRMA to pause the environmental review process for the MoPac South project until the completion of two critical regional plans: the Regional Mobile Emission Reduction Plan by CAMPO and the Austin Climate Action Plan. These plans will establish important strategies and objectives to reduce emissions and improve air quality across our region. By waiting for the results of these studies, we can ensure that the MoPac South project is fully aligned with the broader environmental goals and commitments made by the City of Austin and CAMPO. The need for this pause is underscored by concerning air quality data in Travis County. Recent monitoring has shown that levels of fine particulate matter (PM 2.5) exceed the new standards set by the Environmental Protection Agency (EPA). This is particularly alarming, as PM 2.5 is linked to serious health risks, especially for vulnerable populations like children and those with respiratory conditions. Unfortunately, the CTRMA's own consultants have indicated that the air quality studies for this project will not include a comprehensive assessment of the environmental health risks to these sensitive groups, nor will they conduct a detailed analysis of potential air pollution hotspots along the corridor. This oversight is unacceptable, given the proximity of schools, such as Austin High School, to the proposed project area. Similarly, this project should be modified to maintain or even reducing the number of lanes on MoPac South as a strategy to decrease vehicle miles traveled (VMT). This approach not only alleviates traffic congestion but also yields significant environmental benefits, including reductions in car emissions and particulate matter generated from road and tire wear. Lowering lane capacity can also decrease impervious cover, reduce stormwater flows, and improve water quality by mitigating runoff pollution. A key opportunity for lane reduction exists with the additional lane constructed in 2015 between Slaughter Lane and William Cannon, which has been indicated as potentially being separated from this project and built by TxDOT. By considering the removal of this lane, we can further align the project with the region’s sustainability objectives. For the present alternative and in evaluation of other alternatives, CTRMA should prepare a comprehensive air quality study that analyzes greenhouse gas emissions, nitrogen oxides (NOx), and ozone levels. Given the exceedance of PM 2.5 standards in Travis County, it is imperative that CTRMA conduct a thorough evaluation of the potential increase in PM 2.5 that could be attributed to the MoPac South project, while also considering contributions from other recent and upcoming projects in the area, such as projects related to the SH 45 Extension, RM 360, I-35, and US 290. As part of these air quality studies, CTRMA should assess the potential for PM 2.5 concentrations and their associated environmental health risks, particularly for vulnerable populations near schools, residences, and parks within the corridor. PM 2.5 is generated from vehicle emissions and road wear, both of which are expected to increase with rising VMT in the project area. Without this data, CTRMA is not preparing sufficient information on the short- and long-term exposure risks to PM 2.5 and the overall impacts of the MoPac South expansion. Roadway expansions like these can lead to increased vehicle miles traveled, resulting in more emissions, tire wear, and road degradation, ultimately raising concentrations of harmful particulate matter. Given the potential long-term impacts on our region's air quality and public health, we must prioritize a thorough evaluation of these environmental risks before proceeding with the MoPac South project.	AQ-1

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1243.12	1/28/2025	Save Our Springs via Bobby Levinski	XIV. Proposed Expansion of Wastewater Utilities Through conversations with the City of Austin, it has been disclosed that there is a plan to construct a new wastewater line on the western side of MoPac South to serve new and expanded development in Southwest Austin, over the Barton Springs Zone. This, along with the influence that expanded highways have on land use patterns, would result in a significant amount of development that could threaten the overall water quality of the Edwards Aquifer Recharge Zone. The restriction of water and wastewater service within the Barton Springs Zone is highlighted on Page 236 of the Barton Springs Habitat Conservation Plan, as one of the measures that the City of Austin has taken to ensure survival of the Austin Blind and Barton Springs Salamanders. The same would apply here to the CTRMA. CTRMA should not embed that new wastewater line within the expanded highway right-of-way.	PI-5, ROW-1
1243.13	1/28/2025	Save Our Springs via Bobby Levinski	XV. Public Comments The Save Our Springs Alliance (SOS) collected approximately 1,400 comments (as of 5:00 pm, Jan. 28, 2025) via its "Keep MoPac Local" online portal, along with several additional written submissions. The portal allowed participants to submit pre-drafted comments or customize their responses. Of these comments, approximately a quarter of them included unique concerns or perspectives. The comments were gathered from participants across Austin, reflecting a broad range of voices, from long-time residents to recent arrivals, united in their opposition to the proposed MoPac South expansion project. Attached to this letter is a summary of those comments, as well as copies of the submitted comments. Conclusion SOS urges CTRMA to take our concerns seriously and to work collaboratively with the City of Austin, Travis County, and other community stakeholders to proceed with a full Environmental Impact Statement to ensure that Austin's environmental resources are protected for future generations. The proposed MoPac South expansion, as currently envisioned, poses unacceptable risks to the ecosystems, water quality, and endangered species that define the character and vibrancy of our region. Attachments: Comments Facilitated By SOS / Keep MoPac Local	Comment noted.
1244	1/28/2025	Lynne P	100% against expanding Mopac. Toll roads are not welcome. Expansion would negatively impact the Edwards Aquifer recharge zone. A no win for the Austin population at large . An elevated train system above I35 would be the only solution to congestion.	WQ-1, TRA-3, TRA-4
1245	1/28/2025	Save Our Springs via Michael R. Brown, Urban Innovators	The attached pdf is a report created by me and Mr. Norm Marshall on behalf of the Save Our Springs Alliance, which is watchdog over environmental resources in the MoPac South corridor. They were going to submit it, and they may still do so with minor modifications (as the deadline is midnight). But we haven't connected today so I am submitting this to be sure. They may also be commenting on other topics. But to be sure the main body of comments directly related to transportation make it in on time, I am submitting this on all of our behalf. Please acknowledge receipt, and I will also submit the same thing through your online form to be sure you get it. This report will be the most substantive "comment" you receive during this EA, so please study it carefully! [Attached report in Appendix 1]	Alt-6.1.1
1246	1/28/2025	Chris Bieter	Please do not work on Mopac South Until after the renovation of I 35 has completed. If both roadways are under construction at the same time this will create a monumental mess in the city of Austin. Speaking as a minority, a native of Austin, I don't like the changes I'm seeing from the toll agencies. My voice probably means nothing in the greater scheme of things, but I want to say that what you are proposing will further damage my hometown.	C-2
1247	1/28/2025	Leah Marino	Thank you for allowing input from the community. How has creating more roads made it safer for people and the city? I truly think we need to more light rail lines from north to south for commuters. We need to divert people off of highways. One person per car on Mopac, on an express lane, is not a sustainable way forward. There ahas to be a more enlightened alternative for this city...to keep it desirable, modern and looking toward the future.	Alt-4, TRA-3, TRA-4

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1248	1/28/2025	Ray Eve Michel	The diagrams presented for option 2C are too difficult to understand. The flat line drawings to not adequatly explain the proposed changes. Your previous proposals showed renderings of the lanes, elevated lanes, lighting, etc. It appears as though you are proposing to cut off direct access to MoPac from BeeCave Road. You have created a commuting nightmare for anyone headed east/west on Bee Cave to/from MoPac and MoPac express lanes. I oppose this plan. In addition, the text states there are elevated lanes "near Barton Skyway" but in reality - the video rendering shows them starting BEFORE Bee Cave road. The lights and noise pollution from those elevated lanes will have a tremendous negative effect of the value of the surrounding homes! Mine included!! We chose to live in a quiet, peaceful neighborhood without noise and light pollution. I oppose the elevated lanes near Bee Cave road. It seems to me that your organization is more focused on the commute and convenience for Circle C and other "south" neighborhoods and you are completely ignoring all of Rollingwood and Westlake! Please take into consideration my objections and record them. Please propose an alternative for the east/west commuting residents.	D-6, D-7, ECO-1, TN-1
1249	1/28/2025	Andrea Sparks	I am a citizen of Rollingwood, Texas, and we are very concerned about the plans for South Mopac specifically between the Lake and Slaughter Lane, even more specifically we are very concerned about cutting off west to east egress via Barton Springs Road or Beacaves Road. Lots of us live here but work downtown and do not want to be cut off from Austin, Texas by a massive overpass and freeway system.	D-7
1249.01	1/28/2025	Andrea Sparks	Secondly, we are concerned about the sound but understand progress and growth and we would like you to consider sound barriers like they have in Houston or other places where the freeway is next to a neighborhood.	TN-1
1250	1/28/2025	Tom Michel	Imagine what is currently mopac expressway becoming a massive green space park where people can picnic, ride bikes, walk dogs, play with kids. Imagine the beauty of that space and imagine future generations thanking our current generation for having the creativity and ingenuity to make that vision a reality. This long term solution involves taking mopac subterranean and this vision can happen if we all hit pause on the current plan and reimagine a better way forward. As a long time resident of Austin, it saddens me to think of turning mopac in to I35. The current plan to elevate mopac lanes will cause major noise pollution and create a traffic nightmare for bee caves road and the people that live in Westlake and surrounding areas. I am in strong opposition to CTRMA's proposed shortsighted plan to elevate mopac. I wish to have my objection recorded and I wish to view alternative plans that are focused on our environment and that take in to consideration the collective good of all of the citizens that commute on mopac and live along side mopac. There is a better vision. Let's make it happen.	OCO-2
1251	1/28/2025	Grant Sparks	I I've in Rollingwood, Texas, and am very concerned about the plans adjacent to Rollingwood Drive. I'm opposed t cutting off west to east egress via Barton Springs Road and Bee Caves Road. Many of us live In Rollingwood, but work downtown and do not want to be cut off from Austin, Texas by a massive overpass and freeway system.	D-7
1251.01	1/28/2025	Grant Sparks	Secondly, we are concerned about the sound. Progress and growth are inevitable; but we would like you to consider sound barriers - so as to not impact our peace & quiet & quality of life.	TN-1
1252	1/28/2025	Save Our Springs via Bill Bunch	These comments are submitted in addition to comments submitted by other Save Our Springs Alliance (SOS) staff and members and by SOS consulting experts. You should have already received, today, a public comment report, with a link to a video VSSM simulation comparing the proposed "preferred alternative" to a much more affordable and less environmentally damaging alternative "low build" proposal. This proposal, as well as other alternatives previously rejected by CTRMA, should be considered by CTRMA, based on updated data, science, technology, and other changed conditions. Absent a reopening of the alternatives analysis, and an honest assessment of the enormous environmental harm that will result from both the construction and operation of the proposed "2C" project, the CTRMA will continue to sow distrust, disbelief, and community conflict. A project of this magnitude, and located in the most unique and vulnerable natural and human-made landscape, deserves to be approach with transparency and collaboration with the community, such that the "best idea wins." We respectfully request that CTRMA staff and key consultants, as well as CTRMA board members, consider the comment report from transportation experts Mike Brown of Urban Innovators and Norm Marshall of Smart Mobility. We also ask that you meet with us and with Mr. Brown and Mr. Marshall by zoom in the very near future so that they may walk you through the video/simulation and report and answer any questions you may have. The goal of such a meeting, and the rest of our comments, is to reset this public engagement to one that is truly transparent and collaborative, and one that recognizes up front that such a massive construction project in the chosen location will have significant environmental, social, and public health impacts that cannot be mitigated. The remainder of these initial comments are numbered for your convenience in tracking and referencing the points made in responses to public comments. 1. CTRMA has chosen to keep the source documents for essentially all of the information presented in the Virtual Open House #6 slides. SOS has requested	ENV-2, Alt-6.1.1, PI-5

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			repeatedly, and been denied repeatedly, that this information be disclosed as public information. The withholding of this information both violates the Texas Public Information Act and makes it nearly impossible for the public to provide informed comments that would serve to check CTRMA's work and be able to offer supplemental information and recommendations based on the evidence. The Texas case law is clear that the "agency memorandum" exception to the TPIA only protects internal and interagency memoranda that involve the "deliberative process" of considering different policy choices. This exception does not reach factual information, expert observations, basic mapping files, and environmental studies. If any part of such documents cross over the line to discuss policy options, then those portions of such documents can be redacted. This bright line between policy deliberation and informational documents that inform policymaking, or that result from that policymaking (e.g. mapping files and simulations of the proposed preferred alternative), is very clear in Texas case law. See, especially, the Texas Supreme Court case of City of Garland v. Dallas Morning News, 22 S.W.3d 351(2000) and the more recent Austin Court of Appeals case, Leander I.S.D. v. Office of the AG of Texas, 2018 Texas. App. LEXIS 1032. The 2018 Leander ISD case closely follows the City of Garland case in drawing the clear distinction between what kinds of internal, pre-decisional documents must be released to the public when requested and which ones may be kept confidential under the deliberative process privilege. We again request that all of the relevant technical documents previously requested, as well as others that form the basis for the assertions and information set out in the Virtual Open House slides and supporting information, be immediately posted on the Mopac South website. Without this supporting information, SOS and the interested public will consider the information published in the Virtual Open House #6 as little more than a sales pitch, unreliable propaganda to support (without basis) a decision already made. Where the public engagement process is little more than a charade, despite repeated assertions of "responding to public input." The public input in the previous Open Houses Numbers 1 through 5, and almost certainly in this one, is overwhelmingly against the "preferred alternative" or anything like it. This is deeply troubling. It should not be this way. The CTRMA Board and staff should work with the community to seek consensus in support of a project that improves traffic flow on Mopac South while protecting public trust resources, neighbors, the students and staff of Austin High School, and the hundreds of thousands of commuters and visitors who currently drive on Mopac, both south and north.	
1252.01	1/28/2025	Save Our Springs via Bill Bunch	2. The VOH #6 materials basically ignore the enormous impacts from the construction phase of the proposed project. Slide after slide assumes the project will just fall out of the sky, magically appearing on the ground, such that only operational impacts need be considered. A valid environmental study will acknowledge and analyze that the vast majority of many environmental impacts will occur during construction. It will also analyze and estimate travel delays suffered by current Mopac users caused by construction. It is well documented in other projects, especially those requiring major bridge work and located in difficult and constrained terrain like Mopac South, that construction caused travel delays may take many decades to recover from, to the point of just breaking even. These years and hours of delays must be subtracted from, not ignored by, the estimated "time savings" shown in the VOH#6 materials. These delays, and other environmental and social costs, must be considered in any kind of quantitative or qualitative cost-benefit analysis of the proposed project and project alternatives.	C-1
1252.02	1/28/2025	Save Our Springs via Bill Bunch	3. As explained by Mike Brown and Norm Marshall, the projected population and employment growth referenced in the "purpose and need" statement, and elsewhere, is likely overstated by large volumes. Slide 7 references county and regional projected population growth, but this growth is not broken down to focus on the "travelshed" for the proposed project. Growth in western and southwestern Travis County, northwestern Travis County, and western Hays County will, for many reasons, but much less than in more central and eastern parts of Travis and Hays counties and the CAMPO planning area. Failure to recognize and address this fundamental difference in regional growth and Mopac South travelshed growth, and to use realistic and updated population and employment and population and employment distribution presents a fatal flaw to CTRMA's approach for the project. 4. The failure to acknowledge and analyze the proposed project in conjunction with the proposed SH 45 SW "gap" extension project lacks candor, defies common sense, and operates as yet another fatal flaw to CTRMA's approach and to its good faith in engaging the public it serves. 5. Slide 9 and elsewhere references "updated traffic data" but this data is not disclosed. Further, the CTRMA analysis remains tied to the outdated CAMPO 2045 model and its foundational population and employement information.	RP-1, RP-2
1252.03	1/28/2025	Save Our Springs via Bill Bunch	6. At slides 10, 11, and 13, CTRMA makes conclusory assertions, without supporting information, that rejected alternatives failed to meet the "purpose and need" and that environmental impacts were considered in rejecting other alternatives and choosing the preferred alternative.	Alt-1, Alt-2, Alt-4, Alt-6, Alt-7
1252.04	1/28/2025	Save Our Springs via Bill Bunch	7. Slide 17 says that a greenhouse gas emissions analysis is "optional" but also "in progress." Thank you for pursuing this study. However, the study and its supporting information should be made public immediately so that it may be evaluated and commented on by the interested public.	AQ-1
1252.05	1/28/2025	Save Our Springs via Bill Bunch	8. Slide 18 references endangered species updates by U.S. Fish & Wildlife in 2024, but does not describe the updates or provide them. This information should also be made public immediately. 9. While posing as comprehensive, the slides addressing endangered species wholly fail to even mention the listed endangered Austin Blind salamander.	TES-1

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1252.06	1/28/2025	Save Our Springs via Bill Bunch	10. Slides 20 through 22 set out the “Section 4f” provisions for avoiding the three kinds of harm to park land – permanent, temporary, and constructive but completely fail to state where and how much of each kinds of taking will occur. Later the suggestion is made that there will be no such taking because the project will remain within the current right of way. However, it is abundantly clear that the project will require a drainage easement take of Zilker Park park land and likely of other park land in the corridor given the massive scale of added impervious cover, and that noise,light, and air pollution and construction activities will cause both temporary and constructive taking of park and preserve resources.	CR-2, WQ-2
1252.07	1/28/2025	Save Our Springs via Bill Bunch	11. The mention of cultural resources fails to even mention the state designated Vara Daniels archeological district that will be harmed within Zilker Park and that will require state and likely federal approval for such damage.	CR-1
1252.08	1/28/2025	Save Our Springs via Bill Bunch	12. Slide 42 suggests “public support” for the project because the double decker bridge over Zilker Park has been removed. While public opposition to that part of the project was widespread, simply removing that feature by creating the “wishbone ramps” does not translate into public support for the project.	Comment noted
1252.09	1/28/2025	Save Our Springs via Bill Bunch	13. Slide 48 references “non-tolled improvements to include 5 free lanes over Lady Bird Lake, each way. However, the schematics, and questions answered by CTRMA staff, confirm that the project will result in a total of 13 lanes over Lady Bird Lake.	EL-1
1252.1	1/28/2025	Save Our Springs via Bill Bunch	14. There is no mention of likely adverse effects on peak hour travel times in the Mopac North corridor caused by the proposed preferred project and “bottlenecking” that results from north bound commuters that must pinch down to the confined and fewer lanes on Mopac North CTRMA-managed corridor.	TO-3
1252.11	1/28/2025	Save Our Springs via Bill Bunch	Of course, SOS will continue to provide information to and seek engagement with CTRMA outside the official comment period. Thank you in advance for your consideration of these comments and all of the others that you receive during Virtual Open House #6. We again request and hope for a more transparent and collaborative approach on potential improvements to the Mopac South corridor.	PI-5
1253	1/28/2025	Jesse Del Villar	I am writing to express my opposition to the proposed expansion of MoPac South to include additional toll lanes. This project raises significant environmental concerns, particularly regarding potential harm to local ecosystems and increased greenhouse gas emissions. The construction and expansion of roadways can disrupt natural habitats and contribute to environmental degradation.	AQ-2, ENV-2
1253.01	1/28/2025	Jesse Del Villar	Furthermore, the introduction of toll lanes imposes an additional financial burden on residents who already contribute to infrastructure funding through taxes. This approach effectively requires taxpayers to pay twice for the same infrastructure, which I find inequitable. I urge decision-makers to consider alternative solutions that address traffic congestion without compromising environmental integrity or imposing undue financial strain on the community.	TF-1, SCI-1
1254	1/28/2025	Maria Abernathy	I am a resident of Rollingwood and want to express (again) my concerns with the proposals for expansion of Mopac South. When I moved into Rollingwood in 1979, Mopac did not yet extend beyond the Bee Cave Road intersection, so I have lived with its development. My concerns are: 1) North-south traffic from Kyle, Buda, and far south Austin into downtown/central/north Austin is certain to keep increasing in volume. Masses of concrete and multiplication of lanes will not solve this issue. Has CTRMA seriously considered moving people (rather than cars) via a good rapid transit system? Train lines next to IH35, with spokes for frequent trains/trolleys/buses into business areas, would be a more sustainable solution.	Alt-4, TRA-1, TRA-3
1254.01	1/28/2025	Maria Abernathy	2) If anything like the proposed plan is built, east-west traffic will be seriously compromised - especially at the Bee Cave Rd/Mopac intersection, which handles a huge amount of traffic already. (The schematics are difficult to decipher, but this intersection looks hazardous.)	TO-1, TO-2, D-7, D-6
1254.02	1/28/2025	Maria Abernathy	3) South Mopac crosses Lady Bird Lake at an iconic point - Zilker Park near Barton Springs, one of the most beautiful areas of Austin. I really hate to see this destroyed by a more hulking freeway, flyovers, noise and light pollution. Please don't sacrifice this jewel in order to cut drivers' commute times by 10 minutes.	CR-2, TN-1, ECO-1, SCI-2
1255	1/28/2025	Save Barton Creek Association via Brian Zabcik	Save Barton Creek Association was founded in 1979 by local citizens concerned about the impact that proposed developments would have on the watershed of our namesake creek. We’ve had to repeat the same argument many times since then — this is not an area that’s appropriate for intensive development. We suspect that the Central Texas Regional Mobility Authority knows this, because that would explain why it’s trying to rush through an inadequate environmental analysis for Mopac South. CTRMA should be preparing a fullscale Environmental Impact Statement for a project of this size. Instead, the authority held a series of stakeholder meetings last year, and is trying to package the meeting notes as a sufficient Environmental Assessment. SBCA representatives participated in those meetings, and while we expressed our concerns about Mopac South, we don’t think that our remarks — and those of the other meeting participants — can be considered a sufficient environmental review. SBCA asks that CTRMA prepare a full-scale Environmental Impact Statement for Mopac South. The EIS should examine the project’s impacts on a larger area, including Barton Springs, home to the federally protected Austin Blind Salamander. CTRMA should also examine whether other transportation alternatives would do as well or better in alleviating Mopac’s traffic issues. The existing highway for Mopac has already caused substantial harm in one of the most sensitive areas in Austin. Increasing the size of Mopac will increase these harms. SBCA asks that CTRMA reconsider this project.	ENV-1, TES-1, Alt-1

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1256	1/28/2025	Amy Pattillo	I appreciate CTRMA holding Open House #6 for the Mopac South Environmental Study. Having reviewed the written comments submitted by the City of Rollingwood, the City of Westlake Hills, the Westlake Chamber, and Eanes ISD, as well as the public comments from these entities and group at the CTRMA board meeting in December 2024, I am submitting this comment to voice my concurrence and support for their positions. Additionally, I support the comments and direction of the Travis County Commissioners Court and appreciate their active participation. I also appreciate Council Member Ellis submitting comments and concur with the points she raised. In addition, I would offer the following additional comments on the Mopac South Environmental Study. In-person Open House #6 I attended the in-person Open House #6 for the Mopac South Environmental Study. I appreciate CTRMA resuming in-person opportunities during Open Houses, after a season of virtual-only events. During the Open House, a CTRMA staff member asked for my thoughts on the in-person format. I appreciated staff being receptive to feedback on how to improve Open House experiences and would like to pass along some of my observations. First, while CTRMA staff were positioned around the room in front of various boards and maps, previous in-person events included a structured presentation by a staff member, followed by a Q&A session. These sessions allowed community members to learn from one another's questions and the responses provided. The Open House at Austin High did not include a group presentation or a community Q&A period. Given the amount of time that has passed since the last in-person Open House and the volume of information presented, I suggested to staff that an initial presentation would be valuable in helping attendees orient themselves and process the materials. Several community members I spoke with who attended the in-person event found the information overwhelming and were unsure where to start. Second, in past years, there was a longer gap between the start of the online Open House and the in-person event, allowing time for review and preparation. Additionally, multiple in-person Open Houses were held at different locations along the Mopac South corridor, making them more accessible to affected communities. It was unclear why Open House #6 was scheduled at the same time the virtual Open House launched and why only one in-person open house was offered. This scheduling limited the opportunity for attendees to review materials online beforehand, formulate questions, and make logistical arrangements to attend in person with questions.	PI-1
1256.01	1/28/2025	Amy Pattillo	Request to evaluate additional design improvements for Improving Quality of Life, Reducing Safety Issues, and Addressing Congestion Bottlenecks on Mopac South Shifting to the information presented in Open House #6, I have participated in discussions on the Mopac South project since 2015 and appreciate the Board's careful evaluation of this project and its potential impacts. As part of the next review phase, I respectfully request the following considerations: 1. Reevaluate ramps and toll lane ingress/egress points using best practices to reduce congestion and improve safety. Please establish a study group of stakeholders to focus on evaluation of each ramp and ingress/egress point between Enfield and Loop 360, applying the same or higher standards for congestion relief and safety improvements as were used in the Barton Skyway Ramp Relief Project. The return on investment for our community should be a roadway that flows more efficiently for all traffic—not just a plan that focuses on providing reliable travel times for the limited segment of drivers using the toll lanes from Slaughter Lane to Cesar Chavez, but as a result increases travel times for other users and negatively impacts the quality of life for areas of the Mopac South corridor that are closer to Cesar Chavez. On Mopac North, demand-based pricing has shifted the burden of design choices that increase congestion bottlenecks onto drivers, who experience both congestion delays and higher toll costs, and the same issue is present for Mopac South. Before committing to construction costs and the associated delays, it is essential to optimize Mopac South's design to improve ramps and ensure that new toll lane infrastructure does not create additional bottlenecks. • For example, in Open House #3, the original alternative did not address the southbound Barton Skyway entrance ramp. I was told by CTRMA staff that this omission was because the general purpose ramps were not part of the project's goal of improving travel times between Cesar Chavez and Slaughter Lane. However, public feedback strongly disagreed with this position and I appreciate the CTRMA board taking up the issue of specifically reviewing the ramps in this area through the Barton Skyway Ramp Relief project. • For example, in the design alternative presented in Open House #6, placing a toll lane egress point immediately before the Enfield exit, with a short merge section, will create a new bottleneck and a safety hazard in an area that is already frequently congested throughout the day. The location of this toll lane egress and the length of the merge area should be reevaluated, along with all ramps and toll lane ingress/egress points within the 360 to Cesar Chavez corridor.	D-1, SF-1, PN-1,
1256.02	1/28/2025	Amy Pattillo	2. Reevaluate alternatives 1B and 2B (one or two lanes without a downtown connection) with optimizations, for selection as the preferred alternative. The elevated lane infrastructure required for alternative 2C would introduce costly elevated structures along Mopac, increasing noise and light pollution and creating new bottlenecks at merge points with southbound traffic exiting at Bee Caves Road and northbound traffic entering from Bee Caves Road. The ROW	OCO-2, OCO-3, OCO-4, D-7

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			used for this infrastructure would also limit the opportunities for future improvements to the Bee Caves Road intersection. The information provided to the public in the Open Houses does not demonstrate that the elevated lanes in 2C solve a problem that justifies the infrastructure cost of the elevated lanes, the negative impacts on Bee Caves Road traffic from the toll lane merger points, or the limitations on future improvements to the intersection. In addition, over multiple Open House rounds, the City of Rollingwood and residents in the area have pointed out that alternatives 1B and 2B have not been optimized to the same extent as 2C, and therefore alternatives 1B and 2B have not been fairly assessed in considering the preferred alternative. • For instance, alternative 2C includes an enhanced turnaround connecting westbound Cesar Chavez traffic to southbound Mopac. CTRMA staff have stated during in person meetings that this turnaround is critical to achieving faster travel times and that the same turnaround could be incorporated into other alternatives, however alternatives 1B and 2B have not been updated with the enhanced turnaround and so the estimated travel times for these alternatives also have not been updated to reflect the time savings that is connected with the turnaround. • In another example, the latest version of alternative 2C modifies the northbound toll lane ingress and egress points between Loop 360 and Bee Caves Road, but it is unclear why this design change was made, unclear whether similar adjustments could optimize 1B and 2B, and unclear whether the position of the toll lane ingress and egress in 1B and 2B in the previous Open Houses was chosen to optimize the placement of a toll lane ingress and egress point for all drivers, and within a portion of the project with more available ROW. Furthermore, no data has been provided on the expected number of vehicles that would use the proposed elevated toll lane ramps at Cesar Chavez, and thus it is unclear what percentage of the total traffic on Mopac is represented by the subset of drivers that enter Mopac at Slaughter Lane and exit at Cesar Chavez. Also notable is that in alternative 2C vehicles entering Mopac at Slaughter Lane and traveling northbound will remain in general-purpose lanes for nearly two miles, almost to William Cannon, or ¼ of the travel distance to Cesar Chavez, before reaching a first toll lane ingress point, and the same applies in the reverse direction. Alternatives 1B and 2B should be reevaluated and optimized for their opportunities to provide reliable travel times for vehicles traveling from Slaughter Lane to Cesar Chavez, without requiring expensive infrastructure that also introduces bottlenecks for Bee Caves Road originating and destination traffic.	
1256.03	1/28/2025	Amy Pattillo	3. Reevaluate the connection points between Mopac North and Mopac South with consideration of travel times for all users. CTRMA operates Mopac North and has extensive data on travel times on this roadway, along with Mopac South. The Mopac South Environmental Study proposes removing the northbound toll lane ingress near Enfield and the southbound toll lane egress south of Enfield without publicly providing data justifying these changes. There has also been no analysis of the impact on traffic that would previous have used these toll lane ingress and egress points, rerouting to exit at Cesar Chavez and then turnaround to head the opposite direction on Cesar Chavez at the Austin High turnaround. • Please share data on daily usage patterns for the toll lane ingress and egress points slated for removal and reevaluate how the connections of Mopac North and Mopac South can be better optimized to serve all users. • Additionally, provide expected travel times for more origin-destination pairs using toll lanes and general purpose lanes that reflect the expected travel on the Mopac North/South connected system, beyond the standard pair of Slaughter Lane to Cesar Chavez, such as Southwest Parkway to Enfield, Bee Caves Road to The Domain, or Loop 360 to Cesar Chavez.	D-3, TO-3
1256.04	1/28/2025	Amy Pattillo	4. Continue prioritizing bike and pedestrian safety improvements near Zilker Park, Rollingwood Drive and the Mopac Frontage roads. I appreciate CTRMA's investment in bike and pedestrian infrastructure throughout the Mopac South project and encourage continued incorporation of community input I have been hearing regarding reduced speed limits, improved signage, and positioning safety beacons to enhance safety in the Zilker Park, Rollingwood Drive, and Mopac Frontage road area. Thank you for your consideration. I look forward to continued dialog and collaboration on shortand long-term solutions for improving mobility in our region on the Mopac South corridor.	BP-1
1257	1/28/2025	Mike Brown	Great comments Bill. I think both sets tag-team well. Hope you get feeling better.	Comment noted.
1258	1/28/2025	Eric Guenther via Save Our Springs	I join the Travis County Commissioners Court in calling for a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South Mopac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School, and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and negative effects on air quality.	ENV-1, Alt-6

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1258.01	1/28/2025	Eric Guenther via Save Our Springs	The proposed expansion of Mopac South, combined with Hays County's plan to link it to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. It's critical that the Central Texas Regional Mobility Authority recognizes that closing the SH 45 SW gap, effectively completing the Mopac/I-35 loop, is part of this project. This proposed expansion and the 45 SW extension would fundamentally alter Mopac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods.	RP-1, RP-2, ENV-1
1258.02	1/28/2025	Eric Guenther via Save Our Springs	WIDER DOES NOT WORK! I lived in Houston and have experienced first hand how bad traffic gets during and after highway expansion.	Comment noted.
1259	1/28/2025	Miriam Shoenfield via Save Our Springs	I join the Travis County Commissioners Court in calling for a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South Mopac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School, and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and negative effects on air quality.	ENV-1, Alt-6
1259.01	1/28/2025	Miriam Shoenfield via Save Our Springs	The proposed expansion of Mopac South, combined with Hays County's plan to link it to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. It's critical that the Central Texas Regional Mobility Authority recognizes that closing the SH 45 SW gap, effectively completing the Mopac/I-35 loop, is part of this project. This proposed expansion and the 45 SW extension would fundamentally alter Mopac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods. We need a full EIS on this project - this will impact our air quality, our parks, Barton Springs and the recharge zone. The GAP project would more traffic to MoPac as well.	RP-1, RP-2, ENV-1
1259.02	1/28/2025	Miriam Shoenfield via Save Our Springs	We also need a traffic impact statement for Cesar Chavez. Do we need this with our population decreasing.	TO-2
1260	1/28/2025	Adam Greenfield via Save Our Springs	I join the Travis County Commissioners Court in calling for a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South Mopac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School, and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and negative effects on air quality.	ENV-1, Alt-6
1260.01	1/28/2025	Adam Greenfield via Save Our Springs	The proposed expansion of Mopac South, combined with Hays County's plan to link it to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. It's critical that the Central Texas Regional Mobility Authority recognizes that closing the SH 45 SW gap, effectively completing the Mopac/I-35 loop, is part of this project. This proposed expansion and the 45 SW extension would fundamentally alter Mopac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods. We need a full EIS on this project - this will impact our air quality, our parks, Barton Springs and the recharge zone. The GAP project would more traffic to MoPac as well.	RP-1, RP-2, ENV-1
1260.02	1/28/2025	Adam Greenfield via Save Our Springs	We also need a traffic impact statement for Cesar Chavez. Do we need this with our population decreasing.	TO-2
1261	1/28/2025	Steve Beers via Save Our Springs	I join the Travis County Commissioners Court in calling for a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South Mopac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School, and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and negative effects on air quality.	ENV-1, Alt-6
1261.01	1/28/2025	Steve Beers via Save Our Springs	The proposed expansion of Mopac South, combined with Hays County's plan to link it to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. It's critical that the Central Texas Regional Mobility Authority recognizes that closing the SH 45 SW gap, effectively completing the Mopac/I-35 loop, is part of this project. This proposed expansion and the 45 SW extension would fundamentally alter Mopac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods. We need a full EIS on this project - this will impact our air quality, our parks, Barton Springs and the recharge zone. The GAP project would more traffic to MoPac as well.	RP-1, RP-2, ENV-1
1261.02	1/28/2025	Steve Beers via Save Our Springs	We also need a traffic impact statement for Cesar Chavez. Do we need this with our population decreasing.	TO-2

Number	Date	Name	Comment	Response Code
1262	1/28/2025	Marion Mlotok via Save Our Springs	I join the Travis County Commissioners Court in calling for a full Environmental Impact Statement to find more affordable and eco-friendly ways to improve traffic flow on South Mopac. The proposed expansion - which includes adding four toll lanes - will significantly impact public parkland, Lady Bird Lake, Barton Springs, Austin High School, and all surrounding communities. These impacts need thorough evaluation, along with proposing a "low build" alternative that incorporates simple upgrades without incurring high construction costs, causing environmental harm and negative effects on air quality.	ENV-1, Alt-6
1262.01	1/28/2025	Marion Mlotok via Save Our Springs	The proposed expansion of Mopac South, combined with Hays County's plan to link it to Interstate 35, would transform this local commuter route into a secondary I-35 corridor for long-distance traffic. It's critical that the Central Texas Regional Mobility Authority recognizes that closing the SH 45 SW gap, effectively completing the Mopac/I-35 loop, is part of this project. This proposed expansion and the 45 SW extension would fundamentally alter Mopac's purpose, impacting current commuters and diminishing public enjoyment of Lady Bird Lake, Zilker Park, Barton Springs, the Barton Creek Greenbelt, and nearby neighborhoods. We need a full EIS on this project - this will impact our air quality, our parks, Barton Springs and the recharge zone. The GAP project would more traffic to MoPac as well.	RP-1, RP-2, ENV-1
1262.02	1/28/2025	Marion Mlotok via Save Our Springs	We also need a traffic impact statement for Cesar Chavez. Do we need this with our population decreasing.	TO-2
1263	1/28/2025	Chris Flores	Here’s the audio video file from Deep Eddy pool. I inadvertently omitted it from my previous note. For your public comment records, will you please “marry” this audio video to my first note?	TN-1, CR-1
1264	1/28/2025	Heather Eberle	I submit this comment in opposition to the proposed expansion of MoPac South and passionately request the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. You can not build in a zone that will harm the albino salamander! Every state and federal agency should be contacted, including TCEQ and EPA. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be easily avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. You have several options to omit this construction, runoff, extra permits, subsequent traffic and more! Please do not allow this to happen. Direct traffic out of the city through the loop and.you will reduce traffic. Incentivize business to provide late and evening hours to reduce bottlenecks. We are alrwady sending money to China for the current tolls, money from roads ALREADY in existence, many built with taxpayer money. You are stealing from the people who created this city and we want nature and the environment prioritized now. Do not let this happen! Stop the expansion. Do not construct this giant Mopac highway. You have to do the environmental studies, that is the way project management works. Contact Texas Parks & Wildlife, TexasLand Trust, TCEQ, EPA, this is not sustainable to ATX.	ENV-1, Alt-6, Alt-4, TRA-3, TES-1, ICI-1, SCI-2, WQ-1, RP-2, TF-1

Number	Date	Name	Comment	Response Code
1265	1/28/2025	David Levinson-Fort	I submit this comment in TOTAL opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Let's take care of our home!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1266	1/28/2025	Kelsey Rodgers	Please do the right thing and protect our vital ecosystems. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Adding lanes to highways has been PROVEN to fail to reduce traffic. So what would even be the value of such an expensive and destructive project? Who benefits besides the contractors? This project is bad for Austin, bad for life-giving waterways and ecosystems, and bad for tourism on which Austin’s economy hinges. I urge you to help Austin beautiful & healthy.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1267	1/28/2025	Paul Sullivan	Please help show the world that Austin can resist bloat. Please show that you value deep treasures more than cheap sprawl. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1268	1/28/2025	Tanya Zal	Barton Springs is a treasure of Austin that must be protected at all costs! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1269	1/28/2025	Cecilia Yakin	Barton Springs is the jewel of Austin. It is healing and a beloved communal space. Austin has enough lanes of traffic what we don’t have is another Barton springs. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1270	1/28/2025	Darlene Starr	COA- Stop the madness!! This s NOT future-focused. This in continuation of the same old bad ideas. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1271	1/28/2025	Brooke Burnside	Expanding mopac is one of the worst ideas I've ever heard which is really saying something these days. Why even risk damaging one of the main unique attractions this city has to offer to locals and visitors? We won't brag about a few more lanes on a highway but the springs are something Austinites are immensely proud of. Be cool and save Barton Springs. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1272	1/28/2025	Jacqueline Taylor	I am a fourth generation Austinite. Barton Springs is one of the best parts of our city. Its one of the only parts of the city not touched by developers and I won't stand to see it poisoned to death so that more cars can drive down mopac. No amount of traffic easement could change my mind. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1273	1/28/2025	Patricia Bobeck	I am a PhD hydrogeologist who spent my working career cleaning up soil and groundwater contamination for the State of Texas. I am aghast that the CTRMA would consider moving forward with this project without a comprehensive EIS. If this is not illegal, it should be. Perhaps CTRMA refuses to conduct the EIS because they know it would show the overwhelmingly detrimental effects of traffic, oil and gas fumes and leaks, tire pollution above Barton Springs, Lady Bird Lake, and Zilker Park. The proposed construction violates the SOS ordinance that was approved by Austin Voters. If modifications need to be made to MoPac, let them be modest upgrades. I drive that road daily and find no need for another 8 lanes. Let the folks who need 8 more lanes take I-35. Isn't that what I-35 was built for? I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1274	1/28/2025	Colleen Theriot	I am begging members of the CTRMA to consider your OWN children, grandchildren and future generations on this issue! It has the potential to do irreversible damage to many of our town's most precious places and iconic features. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Please take the time and make the effort to conduct a comprehensive Environmental Impact Study on the expansion of MoPac South. As more and better public transportation options become available in Austin in future years, I believe you will find that a leaner and smarter "low build" alternative can achieve the desired outcomes without risking the amazing natural environment we all love about Austin! Thank you for your consideration and your public service.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1275	1/28/2025	Theresa Lemman	I live at [redacted] in the City of Hays which is located very close to Mopac and my home will be heavily impacted if a further expansion of Mopac South is allowed. Already our area is suffering-less birds, less wildlife, extremely heavy traffic and constant noise 24 hours a day from both Mopac and FM 1626. We no longer enjoy our home of 45 years because of the constant and loud traffic noises. Sitting outside in our yard is no longer pleasant and I must wear ear plugs if I want to work in my garden due to road noise. We no longer are visited or entertained by the birds and wildlife that we used to see. Our lives are put at risk every time we try to leave our neighborhood and turn onto FM 1626. Will our future choice have to be to sell our home or stop driving? None of this is "progress". It is uncontrolled development that harms us as individuals, ruins our community and destroys the very reasons that made us	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			choose to live in the City of Hays. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this projec	
1276	1/28/2025	Nancy Thomas	I love to swim in Barton Springs. It is so refreshing and it makes me so happy. I urge you to protect this wonderful, natural oasis in Austin. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Please consider this request with your heart.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1277	1/28/2025	Debra Leff	I submit opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1278	1/28/2025	PR Hopkinses	I submit this comment because I oppose the proposed expansion of MoPac South as 'planned'. I must urge, actually would like to demand, the CTRMA conducts a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Our neighborhoods are already being negatively affected by developers and revised neighborhood land use! We want to live here and feel safe and know our neighbors! We don't want to be a highway backyard! PLEASE STOP THIS INSANE DEVELOPMENT. it's 2025, get some young innovative geniuses to work on this! there are solutions that you haven't thought of or explored! I'm so frustrated with you, therefore all the exclamation points!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1279	1/28/2025	Mike Peck	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. Town lake is uniquely Austin and whoever builds around it will be in the spotlight to do the right thing. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1280	1/28/2025	Aaron Winning L.Ac	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1281	1/28/2025	Abigain Karp	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1282	1/28/2025	Adam Witherspoon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1283	1/28/2025	Adria Shalom	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1284	1/28/2025	Aileen Atdler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1285	1/28/2025	Airam Jimenez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1286	1/28/2025	Alexa Boll	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1287	1/28/2025	Alexa Bronson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1288	1/28/2025	Alexander Wang	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1289	1/28/2025	Alexandra Areaga	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1290	1/28/2025	Alexandra Argarwal	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1291	1/28/2025	Alicia Bowling Bowling	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1292	1/28/2025	Alicia Willson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1293	1/28/2025	Alison Whitworth	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1294	1/28/2025	Alley Bellack	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1295	1/28/2025	Alyssa Thigpen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1296	1/28/2025	Amanda Tejada	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1297	1/28/2025	Amber Oestrick	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1298	1/28/2025	Amy Pancake	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with more modestly-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. This project is an insult to anyone with even one functioning brain cell. This type of thing can never be undone - and the people who work on pushing these projects have such extreme tunnel vision it must hurt them to be outside in daylight. Grow up - the planet is burning. We need to cool it, care for it, save it - not build more roads. How about going back to remote working? Easy, simple, cost-effective.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1299	1/28/2025	Andrea Munoz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1300	1/28/2025	Andres Dura	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1301	1/28/2025	anevay ramirez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I was born and raised in Austin, Texas and have always been a proud Texan First. Growing up homeschooled here, I was extremely lucky to truly experience all of the strange, beautiful, unique people, events, and environment that draws everyone here today. Zilker Park and Barton Springs were monuments of my child and young adulthood and my friends and family and I would spend multiple days a week there. When the summer comes and people travel from all over to see our famous springs, many of them are unaware of our precious salamanders that are endemic to only here. As a kid, our favorite game was to try and dive to the bottom of the pool to try and sneak a look at them. At the time, we also didnt know how special they were, only that they were ours in our city. Destroying the Springs will destroy the physical heart of Austin when we are already losing so much culturally already.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1302	1/28/2025	Angela Putty	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1303	1/28/2025	Angeliska Polacheck	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1304	1/28/2025	Anigie Torres	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1305	1/28/2025	Anita Stoll	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1306	1/28/2025	Anna Konvit	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1307	1/28/2025	Anna Peterson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1308	1/28/2025	Annalise Gratovich	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1309	1/28/2025	Anne Jeffrey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1310	1/28/2025	Anne McLean	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1311	1/28/2025	Anneke Paterson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1312	1/28/2025	Ari Olshevska	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1313	1/28/2025	Ariana Diaz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1314	1/28/2025	Audrey Rossetti	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1315	1/28/2025	Austen Shankle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1316	1/28/2025	Austin Marks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1317	1/28/2025	Barbara McArthur	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1318	1/28/2025	Bart Butler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1319	1/28/2025	Beatrice Anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. My dogs and I are on these trails almost every day, I climb on the greenbelt every weekend, and indeed decided to settle in Austin precisely because of these beautiful natural amenities. To impede or destroy these areas is to destroy Austin!!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1320	1/28/2025	Beatriz Bebbett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1321	1/28/2025	Becky Woodard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1322	1/28/2025	Ben Kleiman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1323	1/28/2025	Ben Livingston	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1324	1/28/2025	Benjamen Patel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1325	1/28/2025	Bernard B	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1326	1/28/2025	Bernard Kauffman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1327	1/28/2025	Bev Gavenda	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1328	1/28/2025	Birkes Sarah	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1329	1/28/2025	Bobbi Graves	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1330	1/28/2025	Bonnie McManners	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1331	1/28/2025	Bonnie Olian	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1332	1/28/2025	Boyd Boyd LPC	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1333	1/28/2025	Braden Bell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1334	1/28/2025	Brenda Wanta	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1335	1/28/2025	Brendan O'Handley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1336	1/28/2025	Brian Nelson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1337	1/28/2025	Brian Podhajsky	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1338	1/28/2025	Brittani Burns	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1339	1/28/2025	Britton Olson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I urge the our leaders to consider the delicate nature of these wondrous resources before moving forward and to protect them, even at the cost of commute.	
1340	1/28/2025	Byron Williams	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1341	1/28/2025	Caitlin Parker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1342	1/28/2025	Camael Novy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1343	1/28/2025	Cara Buse	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1344	1/28/2025	Carinne Maravilla	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1345	1/28/2025	Carleigh Hernandez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1346	1/28/2025	Carol A Philipson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. more modest-scaled upgrades to MoPac. The Mopac South proposal needs to be updated to incorporate Austin’s new traffic patterns and thoroughly to do a Environmental Impact Statement (EIS), which would be standard for a project of this size. What is the real reason CTRMA refuses to do diligence by conducting an environmental assessment. CTRMA is making environmentally impactful decisions to laymen who know little or nothing of the ramifications of a project of this scale. :CTRMA has failed to consult with the U.S. Fish and Wildlife Service or properly address the impact on endangered species including the Barton Springs and Austin Blind Salamander. Do Not let CTRMA rush into this before exploring all of the risks to Barton Creek Greenbelt, Edwards Aquifer and Barton Springs. The environmental consequences for water quality and the Edwards Aquifer could be disastrous plus is a serious threat to Barton Springs and the local ecosystem.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1347	1/28/2025	Carol Stall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1348	1/28/2025	Caroline Rohwedder	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. People move here for a number of reasons but a huge part of the allure is the natural beauty Austin offers. Please protect and preserve our unique animals and their habitats. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1349	1/28/2025	Casey Alfstad	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1350	1/28/2025	cassidi redmond	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1351	1/28/2025	Catherine Taveras	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1352	1/28/2025	Cecilia Chard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1353	1/28/2025	Chaitanya Kommuru	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1354	1/28/2025	Chalu Harden	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1355	1/28/2025	Chandler Lawn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1356	1/28/2025	Cheyenne Ramon	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1357	1/28/2025	Chloe Steuerwald	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I have known these springs my entire life. They have been home to many class field trips, hot summer days, family outings, and watermelon eating contests. Please do not harm them.	
1358	1/28/2025	Chris Gonzales	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. As a former ATX long time resident, so much of the magic in Austin is its integration of nature. Please don’t let a highway destroy one of the last wonderful areas of Austin Nature	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1359	1/28/2025	Christian Kurtz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1360	1/28/2025	Christina Edgar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1361	1/28/2025	Claire Duncan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. Thank you, concerned member of the Austin community, Claire Duncan The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1362	1/28/2025	Claudia Kim	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1363	1/28/2025	Clay McNutt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1364	1/28/2025	Colin Clark	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1365	1/28/2025	Conner Moncrief	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1366	1/28/2025	Connor Ogilvie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1367	1/28/2025	Cynthia Fray	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1368	1/28/2025	Cynthia Munoz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1369	1/28/2025	Dana Hegar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1370	1/28/2025	Dane Cummings	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1371	1/28/2025	Daniel Hurlbut	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1372	1/28/2025	Daniel Kellogg	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1373	1/28/2025	Danielle hasso	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1374	1/28/2025	David Martinez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1375	1/28/2025	David Ronn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1376	1/28/2025	Deb Rod	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1377	1/28/2025	Denise Roussel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1378	1/28/2025	Diane Singleton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1379	1/28/2025	Dora Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. We need environmental protections!! Without our ecosystems we have nothing. We need to take care of our environment to have the air we breathe and that’s only possible if we take good account of the balance that our ecosystem needs. That includes the salamanders. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1380	1/28/2025	Doug Young	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1381	1/28/2025	Elena Montalvo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
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1382	1/28/2025	Elisa Garrett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1383	1/28/2025	Elise Winters	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1384	1/28/2025	Emi Tavv	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1385	1/28/2025	Emily Carrillo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1386	1/28/2025	Emily Johnston	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1387	1/28/2025	emily kolb	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1388	1/28/2025	Emily Osborn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1389	1/28/2025	Emma Herrmann	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1390	1/28/2025	Emma McNamara	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1391	1/28/2025	Eric Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1392	1/28/2025	Esmeralda Tijerina	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1393	1/28/2025	Esteban Olave	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1394	1/28/2025	Evelyn Bonar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1395	1/28/2025	Everett Anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1396	1/28/2025	faith vivian	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1397	1/28/2025	Fay Pemberton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1398	1/28/2025	Francisco Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1399	1/28/2025	Ginger Hurst	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1400	1/28/2025	Ginger McGilvray	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1401	1/28/2025	Grace Hunter	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1402	1/28/2025	gracie cooley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1403	1/28/2025	Gracie Smith	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1404	1/28/2025	Graham Lifford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1405	1/28/2025	Graham Paasch	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1406	1/28/2025	Gwendolyn Terra	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1407	1/28/2025	Haeli Tineo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1408	1/28/2025	Hana Hussaini	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1409	1/28/2025	Heather Eberle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1410	1/28/2025	Heather Galvano	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1411	1/28/2025	Heidi Armstrong	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1412	1/28/2025	Heidi Little	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1413	1/28/2025	Helen Howell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1414	1/28/2025	Io Ash Misako	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1415	1/28/2025	Iris Carpenter	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1416	1/28/2025	Irma Claudio	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1417	1/28/2025	Isabel Lopez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1418	1/28/2025	Isabelle Bogran	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1419	1/28/2025	J D	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1420	1/28/2025	Jack Ivie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1421	1/28/2025	Jackie Klusmeyer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1422	1/28/2025	Jacqueline Marquez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1423	1/28/2025	James Edwards	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Protection of Water Quality in Lady Bird Lake and other Surface water or Groundwater areas close to any Construction zones IS essential if they are to be used as possible sources for Future Drinking Water Supply.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1424	1/28/2025	James Morris	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1425	1/28/2025	Janelle Schulze	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1426	1/28/2025	Janette Bibby	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1427	1/28/2025	Janis Dosky	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1428	1/28/2025	Jason Black	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1429	1/28/2025	Jason Fisher	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1430	1/28/2025	Jayme Sigler	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1431	1/28/2025	Jed Moeller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1432	1/28/2025	Jeff Sharp	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1433	1/28/2025	Jennifer Furl	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1434	1/28/2025	Jennifer Glass	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I live in downtown Austin only two blocks from MoPac. We already deal with ungodly amounts of pollution, traffic, and illegal large truck activity on MoPac. Our residents were promised by the Texas state government when MoPac was created that it would NEVER become an alternative to I-35. Yet this is what we are fighting to prevent now.	
1435	1/28/2025	Jennifer Shepherd	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1436	1/28/2025	Jennifer Wieland	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1437	1/28/2025	Jessica Grimm	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1438	1/28/2025	Jessica Powers	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1439	1/28/2025	Jessica Sinks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1440	1/28/2025	Jeud Diaz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1441	1/28/2025	Jill Malach	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1442	1/28/2025	Jocelyn Cruz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1443	1/28/2025	Joel Laviolette	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1444	1/28/2025	Joel Manzo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1445	1/28/2025	John Gutierrez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1446	1/28/2025	John Warrick	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Barton Springs is a priceless landmark that is the heart and soul of Austin, Texas and too important to our present community and future generations. Let’s	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			do everything possible to preserve this incredible natural gift we have been so fortunate to have in lives and preserve it the best way possible. Having a thorough and thoughtful EIS is not too much to ask of our leaders. We need this study so we can make informed decisions when planning our future development that will determine the quality of our Barton Creek and Greenbelt environmental heritage.	
1447	1/28/2025	Jordan Levin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1448	1/28/2025	Jules Pafigian	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1449	1/28/2025	Jules Shelby	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1450	1/28/2025	Julie Hudnall	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1451	1/28/2025	Juliette Fray	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1452	1/28/2025	Juliette Fray	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1453	1/28/2025	Justin Harrison	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1454	1/28/2025	jutty d clark	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1455	1/28/2025	Kailee Craig	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1456	1/28/2025	Karen Atkins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1457	1/28/2025	Karen Clifton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1458	1/28/2025	Karen Kreps	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1459	1/28/2025	Kasey Carroll	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1460	1/28/2025	Kat Ovsak	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1461	1/28/2025	Kate Discher	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1462	1/28/2025	Katherine Boyland	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1463	1/28/2025	Katherine Shriver	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. STOP killing the heart of this city please! Please refocus the funding on transit and make sane choices to direct the growth and its intensity. Direct growth away from the springs and cultural resources and attractions.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1464	1/28/2025	Katherine Wallace	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1465	1/28/2025	Kathryn Bailey	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1466	1/28/2025	Kathryn Jones	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Do the right thing! Don't rush to an action which will impact so much negatively! Barton Springs has already been degraded. Take a good look at it. Thank you for your thoughtful consideration of these matters.	
1467	1/28/2025	Katie Limberakis	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1468	1/28/2025	Kayte Vanscoy	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1469	1/28/2025	Kedra Priest	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1470	1/28/2025	Keith Johnson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1471	1/28/2025	Keith Kreitman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1472	1/28/2025	Kelly Besecke	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1473	1/28/2025	Kelly Stocker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1474	1/28/2025	Kelvin Jones	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1475	1/28/2025	Kendall Baker	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1476	1/28/2025	Kerri Welch	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1477	1/28/2025	Kevin Andrew	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1478	1/28/2025	Kimberly Olivier	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1479	1/28/2025	Kirsten Dalquist	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1480	1/28/2025	Kristen Driscoll	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1481	1/28/2025	Kristen Silveira	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1482	1/28/2025	Kristin Bramblett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1483	1/28/2025	Kristina Collazo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1484	1/28/2025	Kyle Spitzer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1485	1/28/2025	Laura Hayden	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1486	1/28/2025	Laura Thetford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1487	1/28/2025	Lauren Bennett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1488	1/28/2025	Lauren Pascale	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Furthermore, caving to car culture comes at the expense of all Austin residents. There are numerous studies that support the reality of 'more lanes=more traffic'. Expansion of the existing highway abomination is a score for literal highway robbers, where public money is spent for private infrastructure and profit, all while trashing the environment and diminishing quality of life and property values. It's utter madness.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1489	1/28/2025	Lawrence F. Lander	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1490	1/28/2025	Leah Fleischner	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1491	1/28/2025	Leah Petts	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1492	1/28/2025	Leslie Woodworth	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1493	1/28/2025	Lesly Veliz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1494	1/28/2025	Lindsey Ubeda	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1495	1/28/2025	Lindsey White	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1496	1/28/2025	Lola Garza	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1497	1/28/2025	Lorraine Atherton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1498	1/28/2025	Lydia Zaidman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1499	1/28/2025	Macie Jones	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1500	1/28/2025	Madeleine West	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1501	1/28/2025	Madison Gill	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1502	1/28/2025	Madison Moss	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1503	1/28/2025	madison shaw	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. I love Austin, but the worst part is the ugly highways. People won’t want to move here anymore if we become a mess of highways like Houston. Don’t be like Houston please. Barton Springs is one of the things I brag about having, and the nature in Austin has a charm that can’t be beat. PEOPLE WILL LEAVE if you take away the best parts of our city. everything about this plan is shockingly stupid. Please fix this and use your brain.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1504	1/28/2025	Mandy Witters	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1505	1/28/2025	Marcie Danzeiser	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1506	1/28/2025	Marcos Rojas	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1507	1/28/2025	Marie Lancaster	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1508	1/28/2025	Marina Montemayor	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Don't do this!!!!!!!!!!!!! We love and need Barton!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1509	1/28/2025	Marisa Fajardo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1510	1/28/2025	Mark Franke	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1511	1/28/2025	Mary Alvarez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1512	1/28/2025	Mary Kahle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1513	1/28/2025	Matthew Stevens	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1514	1/28/2025	Maya Grever	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1515	1/28/2025	McCarley Strange	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1516	1/28/2025	Megan Bickford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1517	1/28/2025	Megan Kluck	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1518	1/28/2025	Megan Meisenbach	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			• Parkland & Public Resources: The project would encroach upon Lady Bird Lake and public parkland, disrupting the public green spaces that belong to the community -- and reasons why many of us stay here. • The Bigger Picture: CTRMA has avoided the cumulative impacts of the MoPac South expansion in relation to other ongoing projects like the proposed expansion of SH 45 SW to connect to I-35. The environmental consequences for water quality and the Edwards Aquifer could be disastrous. • Outdated Project Plan: The current Purpose and Need Statement is over a decade old and ignores key changes in commuting patterns, such as the impact of COVID-19 & increased telework. It's time for CTRMA to update this plan based on current data & transportation patterns. • Lack of Transparency: We've been shut out of key data, including environmental surveys & water quality studies. Without this info, how can we assess the real environmental risks? • Endangered Species Risk	
1519	1/28/2025	Melissa Maynard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1520	1/28/2025	Michael Valdez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1521	1/28/2025	Michelle Valencia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1522	1/28/2025	Mikaela Thomas	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1523	1/28/2025	Mike Polacheck	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1524	1/28/2025	Mira Madhav	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1525	1/28/2025	Miranda Cohen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1526	1/28/2025	Misti Beasley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1527	1/28/2025	Molly martin	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1528	1/28/2025	Moon Pinson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1529	1/28/2025	Nancy Baise	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. ADDITIONALLY, this loss of habitat and wildlife will reduce Austin’s appeal for any semblance of ecotourism. I don’t live in Austin, but I have visited regularly over the years because Austin has historically had a lot of wildlife and nature easily accessible and dispersed throughout the city. Let’s keep Austin unique and appealing in this regard. Please do not build on this special ecosystem.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1530	1/28/2025	Nancy Binford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1531	1/28/2025	Nancy Millard	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1532	1/28/2025	Nancy Whatley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1533	1/28/2025	Natalie Evans	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1534	1/28/2025	Nathan Patrick	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1535	1/28/2025	Naya Ahn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1536	1/28/2025	Necole Lane	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1537	1/28/2025	Nelson Guda	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1538	1/28/2025	Nick LeCompte-Fries	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1539	1/28/2025	nicole corona	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1540	1/28/2025	Nora Chesnut	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1541	1/28/2025	Novella Falco	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1542	1/28/2025	Olivia Fuccello	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1543	1/28/2025	Omar Estrada	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1544	1/28/2025	Omar Salcido	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1545	1/28/2025	Parineeta Dandekar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1546	1/28/2025	Parker Anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1547	1/28/2025	Patience Webb	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1548	1/28/2025	Patrick Rossetti	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1549	1/28/2025	Paula Beaird	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1550	1/28/2025	Paulo Oeste	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1551	1/28/2025	payton antonacci	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1552	1/28/2025	Peter Craig	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1553	1/28/2025	Prathana Raj	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1554	1/28/2025	Puma Concolor	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1555	1/28/2025	Rachel Merriman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1556	1/28/2025	Rachel Saporito	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1557	1/28/2025	Rachel Vest	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1558	1/28/2025	Rainbow Melanie Moroney	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1559	1/28/2025	Randal Robledo	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1560	1/28/2025	Raul Gonzalez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1561	1/28/2025	Raven D Alexander	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1562	1/28/2025	Rebecca Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1563	1/28/2025	Rebecca Goebel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1564	1/28/2025	Reema Rana	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1565	1/28/2025	Regine Kalala	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1566	1/28/2025	Ricardo Reinah	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1567	1/28/2025	Rob Lifford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1568	1/28/2025	Robbie Anderson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1569	1/28/2025	Robin Bradford	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1570	1/28/2025	Robin Rather	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1571	1/28/2025	RODOLFO CARRERA	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1572	1/28/2025	Ryan Muetzel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1573	1/28/2025	Ryan Sherrell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1574	1/28/2025	Sai Adoni	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1575	1/28/2025	Samantha Bennett	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1576	1/28/2025	Samara Flener	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1577	1/28/2025	Samuel Mosley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1578	1/28/2025	Sandra Cuados	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1579	1/28/2025	Sandra Muller	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1580	1/28/2025	Sara Robinson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1581	1/28/2025	Sarah Cheatham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. Barton Springs is the heartbeat of the city. Please consider other options.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1582	1/28/2025	Sarah Willmann	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1583	1/28/2025	Sarah Wolfe	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1584	1/28/2025	Savannah Diaz	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1585	1/28/2025	Sebastian Williamson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1586	1/28/2025	Seth Whaland	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1587	1/28/2025	Shannon Graham	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1588	1/28/2025	Shannon Peel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1589	1/28/2025	Shanti Matulewski	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1590	1/28/2025	Sharon Gillespie	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1591	1/28/2025	Sharon Hartman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1592	1/28/2025	Shay FitzGerrell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1593	1/28/2025	Shelby Harrison	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1594	1/28/2025	Sid Sharda	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1595	1/28/2025	Sierra Rosa	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1596	1/28/2025	simmony Baran	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1597	1/28/2025	Sonny Snider	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1598	1/28/2025	Sophia Donnelly	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1599	1/28/2025	Sosia Bert	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1600	1/28/2025	Stacey Knight	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1601	1/28/2025	steffany thees	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1602	1/28/2025	Stephanie Bogdanich	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1603	1/28/2025	Stephanie Dale	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1604	1/28/2025	Stephanie Rodriguez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1605	1/28/2025	Stephanie Smiley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1606	1/28/2025	Stevie Gonzales	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1607	1/28/2025	Susan Whittle	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1608	1/28/2025	Susie Ayala	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1609	1/28/2025	Swava Hooks	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1610	1/28/2025	T Thomas	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1611	1/28/2025	Tammy West	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1612	1/28/2025	Tara Mullins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1613	1/28/2025	Tessa Marsh	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1614	1/28/2025	Thomas Lemman	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1615	1/28/2025	Tiffani Paciga	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1616	1/28/2025	Tinothy Burton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1617	1/28/2025	Tylor Graeter	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1618	1/28/2025	Valarie Crombar	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1619	1/28/2025	Valerie Bowen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. As a daily commuter on MoPac south of Town Lake, I do not feel that increasing the size of the highway would benefit me more than having a healthy environment. One of the greatest parts about Austin is the green spaces the community cherishes. Barton Creek and Barton Springs are the jewel of the city, and the proposed highway expansion puts them in danger. Stop stripping away the beauty or Austin! And stop putting toll lanes everywhere! They don't help traffic!	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1620	1/28/2025	Vanessa Burden	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1621	1/28/2025	Vanessa McNamara	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1622	1/28/2025	Victor Echeverria	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1623	1/28/2025	Virgina Palmer	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1624	1/28/2025	Wellington Echegaray	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1625	1/28/2025	Wendy Corn	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1626	1/28/2025	Wendy Weber	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1627	1/28/2025	Wilbert Garcia	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1628	1/28/2025	William Derganc	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1629	1/28/2025	Yunuen staines	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1630	1/28/2025	Becky Combs	My name is Becky Combs, I live at [redacted] & I use Bee Caves Rd & Mopac everyday. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1631	1/28/2025	Brittany Hallberg	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I join the many in requesting that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt! Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1632	1/28/2025	Arwa D	I submit this comment in opposition to the proposed expansion of MoPac South. It would be great if representatives and others in positions of power actually did what is best for the city and the people of the city. I urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1633	1/28/2025	Laura Westcott	I was born in Austin in 1957. I have lived in the Zilker neighborhood since 1998. Please please do not distroy my beautiful city for a few paved miles. I walk, bike and kayak Ladybird Lake (Town Lake) regularly, hike the greenbelts, and swim at Barton Springs and consider them the best natural features of this city. Your proposed expansion plan would destroy this environment and increase traffic pollution. I submit this comment in STRONG opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1634	1/28/2025	Bob Sanderlin	It's time to take care of our remaining natural environment in Austin. We need to stop destroying nature because we are creating the 6th great mass extinction on planet Earth. It's not going to be an asteroid hitting the Earth or another ice age that causes this extinction. It's many things like not slowing down urban sprawl and building never ending roads. TCEQ and the EPA along with the City of Austin value growing the economy instead of planning for our future. They are not doing their jobs. How many future generations of our children can our planet support? Please answer this question and tell it to our children's children. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1635	1/28/2025	Paloma Mayorga	My name is Paloma Mayorga, I am an artist living and working in Austin, Texas. I was also born in this beautiful city 35 years ago and have seen my city transform over the years. I grew up coming to Barton Springs in the summer to cool off and utilizing public park land at Zilker for family festivities and holidays, they are some of my favorite childhood memories because they made me feel connected to the land. This connection is precisely what makes Austin feel like home. The proposed expansion of MoPac South threatens the land, the native animals, and ecosystems, as well as the connection Austin Natives like me (the far and few in between still left here) have to our home.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1636	1/28/2025	Lindsey Holmes	PLEASE PAUSE THIS ENVIRONMENTALLY UNSOUND EXPANSION!!!! I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. AUSTIN Resident who wants the continued health of Austin to remain sound---	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1637	1/28/2025	Alicia Fiedler	We all know that traffic is a major problem in our fast-growing city, but the proposed expansion of MoPac South is not the answer! I have lived in Austin since 1995 and the rapid loss of green space and wildlife habitat has been one of the saddest things to witness over the last 20 years here. The air and water quality of many beloved Austin swimming and fishing spots will suffer even more dramatically if this is allowed to happen. I don't want my kids to inherit the environmental impact of this folly.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1638	1/28/2025	Nicole Reese	While I hate traffic, there's nothing g more important to me than Barton springs as a haven in the center of our city. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1639	1/28/2025	Bethany Farnsworth	With Austin growing so much and getting hotter every year, we have to consider our water sources for both drinking and recreation. Any construction project that doesn't consider its environmental impacts is irresponsible and a disservice to current and future residents. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1640	1/28/2025	Caitlin Austin	I submit this comment in opposition to the proposed expansion of MoPac South, for reasons both of the heart and soul, and of the mind. But, no need to scroll past. This isn't a copy and paste. Please take the time to read this comment. Yes, indeed, I reflect the sentiments of many others submitting these comments of concern. I also urge CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. Here are my own words expressing why this is so important: Y'all already know that this project poses a major threat to local wildlife and our beautiful natural Greenbelts that Austin is known and prized for. I've lived here for 20 years, and treasure the beauty, the peaceful refuge, and the connection to nature that our creeks, Greenbelt's, and our beloved Barton springs provide. Sometimes, doing the right thing require a bit more insight and research to find a better way, and I KNOW that those of you in charge of this project have the inner strength and fortitude to reevaluate the whole picture here and the best possible course of action to follow, not just for the immediate future, but for your kids, and many generations to come. I am no expert in these matters, and I thank those of you who have dedicated so much time and energy towards learning the skills needed to properly plan and execute really well thought out roadways and city planning. We couldn't do it without you! And, can you imagine how much more efficient things night be if we allocated the funds of this project towards more efficient public transportation, such as a railway system? Not only would this be more efficient, but also more environmentally friendly, and supportive to Austin's reputation as an eco conscious city. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. Thanks for taking the time to consider this.	ENV-1, TRA-1, TRA-4, TRA-3, Alt-6, Alt-4
1641	1/28/2025	Elizabeth Weiss Kuziel	I am a former resident of southwest Austin whose children attended school (K through 12) in Dripping Springs and am writing in opposition to the proposed MoPac South expansion. The proposal is to use massive highway widening to increase capacity and to save an estimated 5 min travel time, which may not occur due to induced increased vehicular traffic. This project inadequately assesses impacts on land, ecosystems, air, water pollution, health and well-being of humans for the Austin region. I strongly urge the Central Texas Regional Mobility Authority (CTRMA) to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental, social, and economic consequences of this project and to consider sustainable alternatives. To try to push through a project of this magnitude, impacts and location using an inadequate and far less in-depth Environmental Assessment would be a transparent reckless abdication of your responsibilities. The region of the project overlaps and has close proximity to Austin schools, neighborhoods, workplaces, critical habitat, watershed zones, and public recreation spaces along Lady Bird Lake, and major parks hosting Barton Springs and Deep Eddy Springs. The MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. Your current proposal creates conditions	PN-1, ENV-1, WQ-1, TES-1, AQ-1, TN-1, ICI-1, T-6, TRA-4

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			for far more air pollution (local and regional), landscape deposition of pollutants, and noise. Collectively, these impacts will degrade Austin in many ways, including negatively affecting tourism, conference visitors, and the economy. I request that CTRMA prioritize a “low-build” alternative, focusing on affordable, minimal upgrades such as improved signage, better access points, and enhanced public transit. This approach avoids the extensive environmental damage and air quality harm caused by large-scale construction while addressing traffic concerns. Increased localized particulates, sulfur and nitrogen oxide and ozone are well documented over decades resulting in higher incidence of respiratory disease and other chronic risks like genetic damage next to highways. In closing, I request 1) a full EIS to ensure the protection of Austin’s natural resources and community well-being; 2) that you actively increase your planning of a well-designed “low-build” alternative” that effectively uses multiple strategies to improve transportation with protections as described above as strong values in the project.	
1642	1/28/2025	Mark Weiler	A lot said for us below but I agree with all the points. What concerns me the most besides the years of construction disruption making things a lot worse is the possibility of connecting Mopac via I-45S expansion to I-35 making this a "go-around" on the west side of Austin to avoid I-35 through Austin. That would be disasterous. Do not let a toll road authority destroy our commuter highway and Austin. I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	RP-2, ENV-1, Alt-6, Alt-4, TRA-3 ICI-1, SCI-2, WQ-1, TES-1
1643	1/28/2025	Matthew Hamilton	I appreciate the time and effort CTRMA put into the materials to communicate this plan with our community. However, the future of transit in Austin, the future overwhelmingly approved by voters, is a more even mixture of light rail, bikes, public transit, and quality improvements to the existing road. Any responsible Austinite will see glaring issues with this proposed expansion and strongly oppose it. The CTRMA must conduct and comprehensive Environmental Impact Statement and reevaluate its traffic models for two primary reasons. First, the CAMPO model seriously underestimates the impact to traffic relief possible through this expansion. It does not consider the massive expansion of I-35 which will cause disruptions as it is built, but improve commute times when it is finished. Because the majority of citizens that live in south Austin use either MoPac or I-35 to commute north and south, any benefit from this expansion will be seriously reduced. Additionally, the model does not adequately consider Project Connect, which cause the commuting modes in Austin to diversify greatly. Austinites themselves are changing how they commute and move around this city as car-centric architecture is seen as increasingly dated or unnecessary. Traffic models that don't consider these shifts present an incomplete and often misleading picture of future traffic conditions. This is how you end up with the Katy Freeway. The projected population increase in Austin seems to be based on just a few data points during the fastest growing period in its history and uses a simple polynomial fit for the future. Optimistic, but far too simplistic to be accurate. Secondly, the risk is exceptionally high. As a native Austinite who spent his childhood going up and down Mopac, the traffic can be terrible. It is also	TRA-1, TRA-4, ENV-1, RP-1, RP-2

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			temporary. Barton Springs is a crucial part of Austin's culture and heritage. It draws people from all backgrounds to a central spot in the city to share its simplicity and pristine waters. Barton Springs is not just a beloved recreational spot but also a symbol of the city's commitment to preserving its unique environmental treasures. Therefore, I share SOS's position - any plan that threatens its delicate ecosystem should be approached with the utmost caution and thorough evaluation. The shared bike/pedestrian path looks great, definitely keep that part in!	
1644	1/28/2025	Tanzia Karim	The MoPac S expansion project would create significant environmental challenges due to the impact of polluted runoff during construction activities of this magnitude. The EPA identifies construction activities as major contributors to nonpoint source pollution, primarily through sedimentation, contamination, and physical obstructions. BMPs are meant to mitigate these risks, but in practice, they are often poorly implemented or inadequately enforced, leading to substantial environmental harm. I oppose the proposed expansion of MoPac South and urge the CTRMA to conduct an EIS to assess the environmental consequences of this project. CTRMA should also prioritize a more sustainable alternative that focuses on affordable and ethical improvements while integrating the overwhelming public input from Austin residents who rely on this corridor daily. Construction sites are highly prone to erosion, posing a significant risk of introducing pollutants into nearby bodies of water, particularly during rainfall events. An increase in runoff alters natural water flow, which increases peak flows and exacerbates streambank erosion, degrading aquatic habitats. Moreover, sediment-laden runoff increases turbidity, which causes a reduction of light penetration, further disrupting aquatic habitats and, in turn, destabilizing Central Texas' biodiversity. An excessive accumulation of sediment in waterways also reduces channel capacity and heightens the risk of flooding. This issue is particularly alarming given that many existing nearby residences could be affected by the risk of floods. Beyond sedimentation, construction sites frequently handle a variety of hazardous chemicals, including fuels, grease, and other toxic effluent from equipment. On large-scale projects such as this, improper storage and disposal of these materials are widespread and often persist throughout the entire construction timeline. These contaminants have a high likelihood of being washed into nearby waterways, not only creating physical obstructions that further impact channel capacity but also introducing harmful pollutants into the region's drinking water supply. Furthermore, polluted runoff often carries excess nutrients such as nitrogen and phosphorus from disturbed soils or applied fertilizers. Elevated nutrient levels can trigger harmful algal blooms, deplete oxygen in water bodies, and devastate aquatic ecosystems. Just as importantly, these pollutants pose a direct risk to human health, particularly since residents rely on these water sources for drinking and recreation. Given these significant impacts, it is imperative that CTRMA reconsider this expansion, and instead of pursuing a project that intensifies environmental degradation, CTRMA should propose sustainable alternatives that minimize ecological harm and align with Austin residents. Additionally, an EIS would provide an opportunity to assess the long-term consequences and offer guidance into alternative solutions.	WQ-1, C-5, ENV-1, Alt-6
1645	1/28/2025	Crystal Datri	The construction and increased impervious cover that will result from the highway expansion and traffic expansion so near multiple recharge features will contaminate the aquifer and directly harm these species and their habitat, and the clear spring water the citizens of Austin enjoy. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project. This project warrants a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South.	WQ-1, TES-1, C-5, ICI-1, RP-2, ENV-1
1646	1/28/2025	Jennifer Hill	I'm writing strongly opposing the proposed MoPac South expansion and urge CTRMA to conduct a comprehensive Environmental Impact Statement (EIS). I ask that CTRMA consider a "low-build" alternative focused on affordable upgrades like resolving bottlenecks, improving signage, and enhancing public transit. The expansion threatens Austin's heart, including Barton Springs, where my son and I swim year-round. This sacred space provides healing, connection, and peace. It is Austin's history and its future. Expanding the highway would bring noise, pollution, and runoff, harming these cherished places and diminishing what makes them special and protected.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1

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			Studies show that adding lanes to thoroughfares can worsen traffic congestion over time due to a phenomenon called induced demand. This occurs because expanding roadways encourages more people to drive, ultimately leading to more traffic. Here's why this happens: More lanes = more cars: Expanding a road initially relieves congestion, but the added capacity encourages people who otherwise wouldn't drive, or who would use other forms of transportation, to get in their cars. As more vehicles use the road, traffic increases again, leading to the same congestion problem. Encourages urban sprawl: Expanding roads can push development further out from city centers, encouraging people to live and work in suburban areas. This increases long-distance driving, which exacerbates traffic, pollution, and reliance on cars. Long-term effects: While expanding roads may provide short-term relief, over time, the road will return to its previous congestion levels as more drivers use it. In cities like Los Angeles and San Francisco, studies show that road expansions tend to be followed by an increase in the number of drivers, canceling out the initial benefits. Changes in travel behavior: Expanding roads can also change how and when people travel. More lanes might encourage people to drive during peak hours or take longer trips, spreading congestion throughout the day and to new areas. The Triple Convergence theory, proposed by economist Anthony Downs in 1962, helps explain this effect. According to Downs, when more lanes are added to a congested highway, three things happen: Commuters shift to the new lanes from less convenient routes. Some people change their travel times to take advantage of improved traffic flow. New drivers are attracted to the road because it seems less congested. Rather than expanding roads, many cities have turned to alternatives like public transit, bike lanes, and pedestrian-friendly designs to reduce reliance on cars and improve transportation efficiency. The idea that road expansions will fix traffic congestion is, ultimately, a short-sighted solution. Instead, cities must focus on sustainable, long-term solutions to transportation problems, such as improving public transit infrastructure and reducing dependence on private cars.	
1647	1/28/2025	Eliza Renner	I submit this comment in STRONG OPPOSITION to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. Please consider the needs of the people and the land. More lanes on a highway does not amount to a better Austin. You have the opportunity to do the right thing.	ENV-1
1648	1/28/2025	Emaleigh Melton	The expansion of MoPac South will not only detrimentally affect the surrounding ecosystem and the species, including endangered, dwelling in it, but also impact the beauty of the city that so many of us have come to love. Bigger highways are not more important than conserving our wildlife, especially considering how popular the Greenbelt and its surrounding environment are to why people flock to Austin. The noise and environmental pollution that will result will also impact any natural habitat left after the fact. No matter how many people move to Austin, this is not worth the lasting impacts.	TES-1, SCI-2, TN-1
1649	1/28/2025	jordyn wasinger	DON'T DRAIN OUR LEGACY! Our natural spring isn't just a resource—it's the heart of our community. It's where families gather, where nature thrives, and where the city breathes. To remove it is to strip away a piece of our identity and future. This spring has been a sanctuary for generations, a testament to the beauty and balance of nature in our urban lives. Once it's gone, it's gone forever. We urge you, as stewards of our shared home, to think beyond short-term gains and honor the long-term value of this natural treasure. Protect it, restore it, and let it remain a symbol of what makes our city special. The citizens and future generations are watching. Let us be a city that cherishes its roots—not uproots them.	WQ-1

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1650	1/28/2025	Nina Glasgow	Austin does not need more lanes to expand traffic. Austinites have a civic duty to protect Barton Springs, the symbol of clean nature in Austin, from the effects and unintended consequences of traffic such as pollution, highway debris, chemicals, and degraded air quality.	Comment noted.
1651	1/28/2025	Robert Akers	The planned extension to IH-35 of State Highway 45 SW, which connects to Mopac, will complete an alternative passage for IH-35 traffic through Austin's west side and over its most environmentally sensitive areas. The SH-45 linkage and the proposed Mopac South expansion lays bare this intention. Mopac was never sold to the public on this premise, and it is not appropriate for this commuter roadway. This kind of long game bait-and-switch perfectly exemplifies the cause of the public's loss of faith in our government.	RP-2
1652	1/28/2025	Talullah McColgin	I grew up swimming in Barton Springs and the greenbelt, and these wild green spaces are so important to me, my friends, my family, and the whole city of Austin. CTRMA, please prioritize and protect these exosystems when planning any extension to MoPac. I believe that theres a way to alleviate traffic that will preserve the gifts of nature we're so lucky to enjoy.	WQ-1
1653	1/28/2025	Sara Hutson, City of Rollingwood Mayor Pro Tem	I have been a Rollingwood resident for over 30 years and I depend on MoPac for access to many activities throughout the Austin area. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on access to MoPac from Bee Cave Road or Loop 360. While the proposed design might improve commute times for those coming from the Slaughter area, it appears that travel for those accessing MoPac from the west will be significantly adversely impacted. My primary concerns include: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes since the entrance near 15th Street will be eliminated. In a recent trip to the Mueller area I got on MoPac at Bee Cave Road going north at 4:00 pm. The line of cars waiting to enter the northbound express lane were backed up all the way across the bridge to even with the Bee Cave entrance. Clearly this access point is currently heavily used. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lane will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses west of MoPac are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, maintain access to the current northbound express lane near Enfield Road and southbound access to Bee Cave Road from the existing express land to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities	OOS-4, D-7, TN-1, ECO-1, D-6, TO-1

Number	Date	Name	Comment	Response Code
			benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1654	1/28/2025	Becky Combs	My name is Becky Combs and I live at [redacted] in West Lake Hills -the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purposelanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. 9. The Austin Nature Center, Zilker Botanical Garden, & Zilker Park will be destroyed by this expansion. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residentsand businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	OOS-4, D-7, TN-1, ECO-1, TO-1
1655	1/28/2025	Cynthia Lee	My name is Cynthia Lee and my family and I live on [redacted] in Rollingwood. We depend on access to and exits from the MoPac general-purpose and express lanes multiple times a day for work, school, extracurricular activities, and daily errands. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
			who rely on Bee Cave Road or Loop 360, which would make our daily experiences more difficult and dangerous and will negatively impact quality of life due to noise and light pollution. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. Having lived on Vale Street for over 10 years, we have already experienced significant increase in road noise as a result of population growth and increased traffic on Mopac. Even with sound mitigation, the elevated bridge structure will significantly increase the noise and pollution on my property. 4. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated, adding notable drive time. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1656	1/28/2025	Leigh Stein	My name is Leigh Stein and I live in the Rollingwood/ Westlake area. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1657	1/28/2025	Phil Ellis	My name is Philip Ellis and I live at [redacted] in Rollingwood. My family depends on access to and exits from the MoPac general-purpose and express lanes. The current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned with the following: 1. By focusing on commuter traffic moving north and south, the proposed design makes congestion for east/west users worse, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions:	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
			1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region.	
1658	1/28/2025	Tony Broglio	My name is Tony Broglio and I live at and work at [redacted] in Rollingwood. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Use of historic district sites like the Zilker Clubhouse and Zilker Park will be significantly impacted by the current design. Noise and light pollution and view disruption from the proposed elevated lanes and increased traffic flow will greatly diminish the value of these protected community assets. 3. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 4. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 5. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 6. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 7. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 8. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 9. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. 2. Preserve Zilker: Create a design that minimizes noise and light pollution, environmental impact and view disruption for all of the Zilker assets. 3. Consider Mass Transit Alternatives: I'm sure this has been studied elsewhere, but none of the current project materials evaluate light rail or any other form of mass transit that would minimize the need to continuously build more roads. 4. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 5. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution.	OOS-4, D-7, TN-1, ECO-1, TO-1

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			Prioritize design solutions that mitigate existing noise challenges. 6. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 7. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 8. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1659	1/28/2025	Phil McDuffee, Rollingwood City Council Member	Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the design currently proposed is flawed in many ways. Specifically I believe the following concerns have been raised repeatedly and thus far they seem to have been ignored. In the hope that they may be addressed I will list them again: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood, Westlake, and Barton Hills areas. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. The northbound express lane exit to Cesar Chavez and the northbound general purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous fashion. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous fashion. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. It is my hope that we may continue discussing and refining this plan so that it addresses these concerns and together we may create a plan that benefits the communities surrounding MoPac south as well as those commuters heading north or south on Mopac.	OOS-4, D-7, TN-1, ECO-1, TO-1
1660	1/28/2025	Patricio Perez	I am very concerned with the noise that an elevated road will create for my neighbors and my family.	TN-1
1661	1/28/2025	Anthony Lusardi	Do not build this. It will not solve traffic. You've done this a hundred times over and traffic is as long as ever. We need new forward thinking solutions. Do not build.	Alt-7
1662	1/28/2025	Anthony Lusardi	Do not build this. It will not solve traffic. You've done this a hundred times over and traffic is as long as ever. We need new forward thinking solutions. Do not build.	Alt-7
1663	1/28/2025	Scottee Downing	My name is Scottee Downing and I live at [redacted] as well as work from [redacted] I, and my business, depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I'm primarily concerned by the following: By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and	OOS-4, D-7, TN-1, ECO-1, TO-1

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			Westlake area. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High -- which is already awful and I experience daily. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area which would negatively impact the wildlife that live and travel along Eanes Creek and in the Zilker Nature Preserve. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. The current exit is already very dangerous, and what is being proposed is even worse. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project's technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1664	1/28/2025	Brent Thomas	This letter constitutes a formal demand to immediately halt the Mopac expansion plan and initiate a comprehensive re-evaluation of the entire project plan. The current project plan is severely outdated, with a Purpose and Need Statement over a decade old. This statement fails to account for critical shifts in commuting patterns, such as the significant increase in telework following the COVID-19 pandemic. The plan must be updated to reflect current transportation realities and incorporate the latest data and analysis. Furthermore, the lack of transparency surrounding this project is deeply concerning. Key data, including crucial environmental surveys and water quality studies, has been withheld from the public. This lack of access prevents us from fully understanding and assessing the potential environmental risks associated with the project. The potential impact on endangered species, such as the Barton Springs and Austin Blind Salamander, is a grave concern. CTRMA has failed to adequately consult with the U.S. Fish and Wildlife Service and has not adequately addressed the potential threats to these species and the vital Barton Springs ecosystem. The project's encroachment upon Lady Bird Lake and valuable public parkland is unacceptable. These green spaces are integral to the community's quality of life and are a significant reason why many of us chose to live in this city.	PN-1, RP-1, ENV-1, TES-1
1664.01	1/28/2025	Brent Thomas	Finally, the cumulative impacts of this project, in conjunction with other major infrastructure projects like the MoPac South expansion and the proposed expansion of SH 45 SW to connect to I-35, have not been adequately considered. The potential environmental consequences for water quality and the Edwards Aquifer could be catastrophic. Given the serious concerns outlined above, we demand that CTRMA immediately halt all work on the [Project Name]. We further demand a complete and transparent re-evaluation of the project plan, incorporating the following: Updated Purpose and Need Statement: Reflecting current transportation trends and data. Comprehensive Environmental Impact Assessment: Including public access to all relevant data and studies. Thorough Consultation: With the U.S. Fish and Wildlife Service to address the potential impacts on endangered species. Mitigation Plan: To address the impacts on parkland, Lady Bird Lake, and the Edwards Aquifer. Cumulative Impact Analysis: To assess the combined effects of this project with other major infrastructure projects in the region. We urge you to take these concerns seriously and work with the community to develop a responsible and sustainable transportation solution that meets the needs of our city while protecting our environment and quality of life.	RP-2, ICI-1
1665	1/28/2025	Scott Allen	I am opposed to the proposed expansion of MoPac South. I believe the environmental impact is incomplete and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS). I request that CTRMA propose and prioritize a "low-build" alternative that focuses on affordable, simple upgrades. I believe the expansion of MoPac South as proposed is a direct threat to the environmental integrity of the surrounding landscape, and	ENV-1, Alt-6, RP-2, WQ-1

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			will degrade the quality of life there. This expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. I do not want an alternate I-35 west that would be created by this project along with extension of SH 45 SW.	
1666	1/28/2025	Camille	I would like t demand a full environmental impact statement to protect the environment! I am happy that there is public input this early in this process and would really like to see this continue. This expansion is right on top of Barton Springs and will have big impacts to the crown jewel of Austin (Zilker & Barton Springs).	ENV-1, SCI-2
1667	1/28/2025	Norberto Trejo	The amount of work that is required to complete this is not worth it. I'd rather sit in traffic and enjoy the green views than see another project go over budget and take Much longer than expected. Look at what happened with the Monaco project! The city of Austin doesn't want this project, if the project incorporated some trial system, instead of buses, that would be more beneficial but this doesn't make sense for the south Austin community. This project will back up traffic so much onto key roadways (southwest pkwy, capitol of Texas highway, etc....and the disturbance this will cause with the greenbelt and the animals isn't worth the hassle and traffic that comes along with another money grab by a privatized business who preys on the privatization of the Texas highway system. Build roads that anyone can use for the sake of Texas and not your pockets.	BP-1, OOS-4, Alt-2
1668	1/28/2025	Nancy Littlejohn	I mirror the letter drafted by our Mayor Gavin Massingill. I am strongly opposed to the further traffic problems that will be created for the westlake community, but more importantly the light, noise, and air pollution increase that will occur. Also, I am concerned for what impacts this will have on the local environment and water sources.	ENV-1, WQ-1, AQ-1, TN-1
1669	1/28/2025	Anonymous	I am a little fed up at the continued attempts to mitigate traffic issues by increasing highway capacity. Decades of research has shown time and time again that this is not an effective way of reducing traffic congestion. Increasing highway capacity creates an induced demand, meaning more people are more likely to want to drive. This will have severe environmental impacts (increased greenhouse gas emissions from more cars on the road) and human impacts (more cars on the road means more accidents happening. Deaths from road accidents are way higher than they should be). I find it difficult to find any positive impact from this project that would outweigh the terrible negative impacts this project is sure to have. I would implore for the money from this project to be put towards something that is actually effective, like public transportation. Thank you.	PP-1, ICI-1, AQ-2, ENV-1, SF-1, Alt-4, TRA-1, TRA-3
1670	1/28/2025	Frances Burris	We highly dislike toll lanes. We avoid them to be exact. We would prefer that there be NO toll lanes in this project. We do like the 3 lanes south of William Cannon.	Alt-1
1671	1/28/2025	Tiffany	Stop charging drivers for essential access to the few lanes of highway available to them! Haven't you greedy, incompetent "planners" collected enough? Is it a simple coincidence that employers are requiring everyone to return to in-office work five days a week now, meanwhile I-35 is a traffic nightmare for the next several decades and mopac is a constant grift for money? WHAT IS WRONG WITH YOU. How do you sleep at night? Why should families trying to get kids from daycare, caretakers, emergency vehicles, or anyone else have to fork over more of their hard earned money just to get through the bottlenecks and impassable roadways YOU irresponsibly designed? Have you not visited other states with impeccable, safer, toll-free roads? Are you unaware that toll free roads are an option? Are you incapable of NOT grifting money out of the residents who make your business successful in the first place? This is so exhausting. Everyone I know who has heard these plans is sick of the greed. Many of them have lived in Austin for decades. But yall don't care. All you want is more tolled roadways because it makes YOU tons of money. SHAME ON YOU.	TF-1, TF-2, Alt-2, TDM-1
1672	1/28/2025	Austin Chamber of Commerce via Jeremy Martin	Thank you for the opportunity to submit feedback on behalf of the Austin Chamber of Commerce. The Austin Chamber represents businesses of all sizes across all industries throughout Austin and the Central Texas region. Our primary purpose is to help Austin businesses succeed. Mobility is a key priority to ensure local employers have access to talented employees and that customers have access to local businesses. The Central Texas Regional Mobility Authority (CTRMA) should be recognized for its extensive public input processes and going beyond the standards of the Environmental Assessment (EA) to ensure appropriate review and analysis of issues related to safety, endangered species, and natural resources. The potential for the self-financing of the project through express lane revenue with no additional impact to taxpayers demonstrates effective and responsible stewardship of financial resources. Additionally, building within the existing right of way while improving mobility is quite commendable. I appreciate the CTRMA's demonstrated record of expanding multimodal options and incorporating feedback and suggestions gained from community engagement. MoPac South is vital to the mobility for employees, customers, and business owners especially those located in Southwest Austin and Southwest Travis County. Please continue the efforts to proceed with the design and construction of MoPac South improvements as soon as possible. Thank you for your consideration.	C-1, BP-1, PI-5, PI-1
1673	1/28/2025	Jules Elkins	As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments on the MoPac South Environmental Study virtual open house as official comments for consideration. 1. Full Environmental Impact Analysis. A full Environmental Impact Statement (EIS) is needed for the MoPac South expansion because it's a large project with significant environmental risks. The EIS would provide a detailed study of the project's potential impacts, without which we do not have adequate information to make an informed decision.	ENV-1, PN-1
1673.01	1/28/2025	Jules Elkins	2. Health Assessment. Increasing Mopac South by up to 4 additional lanes will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in urban	AQ-2

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			areas and has been associated with a wide range of adverse human health effects. These include higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, preterm and low-birthweight infants, childhood leukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function. The human health effects of the expansion of Mopac have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented.	
1673.02	1/28/2025	Jules Elkins	3. Analyze real alternatives to added toll lanes. The proposed six "alternatives" offered are all variations on one concept—adding toll lanes to MoPac South. I encourage the analysis of a range of alternatives that make better use of existing pavement and take into account changing traffic patterns. Specifically, analyze an alternative that involves converting inside existing lanes to rush hour HOV lanes with little or no additional pavement as an option in the analysis—and pursue in the interim as a test solution for very little money.	Alt-1, ICI-1
1673.03	1/28/2025	Jules Elkins	4. Include the climate implications as a primary concern in the Mopac South plans. The transportation sector is the greatest contributor to US carbon emissions—and just as important as vehicles are the roads and highways they travel on. The State Highway Induced Frequency of Travel (SHIFT) calculator, developed by the Rocky Mountain Institute, shows that the impact of 4 additional lanes for 8.8 miles will induce up to 116 million vehicle miles travelled per year, which is about 1.2 million metric tons of CO2 emissions by 2050.	AQ-1
1673.04	1/28/2025	Jules Elkins	5. Engage the public in a robust and meaningful conversation about what kind of Austin we as a community want for the future. The average citizen's understanding of the impacts of infrastructure is more nuanced than it was fifty years ago. There is a broad coalition of people in Austin — neighbors concerned with continued negative impacts from a highway or people who are interested in different forms of mobility — that are pushing innovative options for transit that do not include cars and expanded roadways. We need to continue and expand this community conversation and ask again and again: Who is the greater good that benefits from a "utilitarian infrastructure project"? If the answer doesn't prioritize the planet, public health and safety for everyone — including people who cannot or do not drive — or the vitality of our precious public spaces, then we must fight for an alternative that does.	PI-5
1673.05	1/28/2025	Jules Elkins	Moving transit away from highways and cars is happening all over America. If we look in our backyard to Houston and the proposed expansion of I-45, there is tremendous public outcry over this proposed project because the impacts on the community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHHIP "can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false."	TRA-3
1673.06	1/28/2025	Jules Elkins	We live on a rapidly warming planet. We know what kind of infrastructure projects are going to help, and which are going to hurt our chances of survival. These are not just roads, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people say they would like to reduce greenhouse gas emissions. However, the infrastructure that will allow us to do this requires trade offs, such as losing a traffic lane to put in a bike lane, or muscling through a few months of construction near neighborhoods in order to build a new transit stop. In Conclusion Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mandate from voting citizens that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards asphalt and road widening. It will require elected officials to show political courage and boldness and implement the will of a representative democracy — not just the squeakiest wheels with the largest campaign donations. Let's slow down and have this vitally important community conversation about our future as Austinites and the future of Austin.	AQ-2, TRA-3, BP-1, PI-5
1674	1/28/2025	Melissa Hsieh	Please do not do this. The beauty of Mopac will be completely destroyed. It already got destroyed in North Austin and we are worse off for it. It should not be the goal of txdot to destroy everything beautiful about this city. Please stop. Focus on bullet trains and light rail. That is what the citizens of Austin want. We want better public transportation. We do not want our beautiful nature ruined. Highways are ugly and adding more lanes does not reduce traffic, it just encourages more building and destruction of our natural jewels. Please find another way to spend our money. Thank you.	AE-1, TRA-4
1675	1/28/2025	Simran Kaur	Key arguments against MoPac expansion: -Induced demand: Expanding highways often leads to more traffic as people choose to drive more due to perceived easier access, negating the initial benefits of added lanes. -Environmental impact: Construction and increased traffic on MoPac could negatively impact air quality, water quality in the nearby aquifer, and potentially threaten endangered species. -Community disruption: Expansion projects often require land acquisition, potentially displacing homes and businesses. -Lack of focus on alternative transportation: Critics argue that investing in better public transit, walking paths, and cycling infrastructure would be a more effective way to address traffic congestion.	ICI-1, AQ-1, WQ-1, TES-1, ROW-1, TRA-3, TDM-1
1676	1/28/2025	Tony Cardone	There is no convincing data presented in any of this that indicates that this will alleviate traffic congestion. Similar express lanes, built at significant cost in time and money, have shown nearly no benefit to overall travel time while increasing the damage to the nearby sensitive environment.	PP-1
1676.01	1/28/2025	Tony Cardone	The shared use paths will continue to be a joke (as they are on 183) and a way to greenwash this project.	BP-1
1677	1/28/2025	Melissa Sanchez	This project will negatively impace an already delicate environmental zone. Water safety and air quality are more important than exoanded toll lanes along MOPAC/Loop 1. I am against this project.	WQ-1, AQ-1

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1678	1/28/2025	Bev Gavenda	I am against any project or expansion that could destroy Zilker or the aquifer.	Comment noted.
1679	1/28/2025	Jason Hoffman	Your travel demand projections are self-fulfilling. It's well understood, and yet somehow completely ignored by Mobility Authority and TxDOT, that you're inducing this demand. TxDOT regularly buys and preserves RoW for highway expansion. Why not transit? Why are we doubling down on the sprawl that's clearly reaching a tipping point? Is 70 years of this not enough? Build for an efficient and fiscally sustainable future rather than for the benefit of construction companies and tract housing developers. The Texas that you're building is an unpleasant place, where travel is difficult and new development unnecessarily gobbles up the countryside. This expansion is just another small part of that trajectory. Stop. Build something for the next generation rather than the status quo of past generations. I know these comment periods are policy theater, but would like to offer something for the record.	Alt-7, Alt-4, TRA-3, PI-5
1680	1/28/2025	Brian Eubanks	We seem to have forgot that Mopac is supposed to be train line. I'm dismayed every time I have to commute north that I'm paying a 5 dollar toll instead of a 5 dollar train ticket. This asphalt sits empty most of the time and is only congested because there is no alternative way to commute. If more lanes are added, they will fill up and slow down, just like Mopac North has. It will also lead to more drag races at night when it is empty. Look at Google Maps with the traffic overlay, and it is clear that Mopac North backs up worse than Mopac South. There is a wide extra lane southbound after William Canon that can be opened a little cost to provide some relief. Long term, there must be an alternative way to move people downtown. There is plenty of room for a rail line here, that has the potential to connect Downtown, Zilker, Rollingwood, Sunset Valley, Menchaca, and maybe even Buda and San Marcos. There would be no constraint on obtaining right of way from Union Pacific. Or, rather than spending billions of dollars on these highway projects, we could spend these same billions of dollars on getting right of way from Union Pacific and create a sustainable transportation system. I would like to see more focus on moving people, not cars. There is a bottleneck on 5th street and Cesar Chavez. Downtown is full of cars already. There should be better bike and people infrastructure, not more car infrastructure. This well lead to fewer cars, fewer crashes, and better traffic flow for car commuters and emergency services.	Alt-4, TO-2, D-2
1681	1/28/2025	Kayman C	No more toll roads!	Comment noted.
1682	1/28/2025	Lindsay Lawley-Rerecich	I strongly oppose this project. It is a lot of time, expense, and local inconvenience to save a limited number of future drivers 12 minutes of drive time in a one-direction drive. That is a vanishingly small benefit for a project that will cost millions and bring construction to an environmentally sensitive area. As someone who will have to drive through that construction zone daily for work and for taking two children to local schools, it is particularly galling. This project does not seem designed to benefit local travel. As someone who lives off of LaCrosse avenue, the express lane offers no direct benefit when I take my son to Small Middle School (off of 290) or my daughter to Ann Richards (South Lamar). (I realize that you'll argue for an indirect benefit of cars no longer in the general use lane, but I drive by the north express lanes whenever I go to work, and I find the "benefit" minimal to nonexistent. I can't even get on the southbound lane from my location (ACC Highland) because the entrances are even further north, and the general use lanes feel as slow as they were before the project.) Even if I use these proposed lanes to get to work some day, I'm saving a maximum of 12 minutes but adding substantially to my weekly commuting costs. When I factor in all of the minutes I'll spend navigating a construction zone for years, this is not compelling. Rather, the project seems mostly designed to benefit through traffic: people who live in places like Buda or Kyle and want to zip through South Austin to get downtown or farther north. You're asking the people who live in South Austin to deal with the noise, the pollution, the impact to native species and green spaces, and the construction traffic so that people who choose to live further south can pass through. This is not remotely appealing. It enables irresponsible urban sprawl and does not benefit the people who have to live with the downsides.	PP-1, PN-1, ENV-1
1683	1/28/2025	Jay Brainard	I believe to elevated toll lanes should begin south of bee cave. Any elevation of lanes more north of that will negatively impact the Zilker clubhouse with its sight lines to the Capitol, UT Tower, etc. The visual and sound impacts to Zilker clubhouse and other park facilities with elevated lanes right on it is a big negative that needs to be studied. Simple fix (if there is one!) would be to push the elevations south of 2244/Bee Cave Rd farther from the Zilker historical area. There is also far less residential noise impact when pushed that direction. Thank you.	D-1, TN-1, OCO-2
1684	1/28/2025	Kaitlyn Deckert	Please do not approve more toll lanes. We need more ACCESSIBLE, efficient and environmentally friendly improvements. We don't want to be Dallas or Houston. We want to be Austin through and through, which means care and consideration for our community and environment.	Comment noted.
1685	1/28/2025	Carol Philipson	The Mopac south proposal needs to be updated to incorporate Austin's new traffic patterns and thoroughly do an Environmental Impact Statement (EIS) which is standard for a project of this size. What is the real reason CTRMA refuses to do diligence by conducting an environmental assessment. CTRMA is making environmentally impactful decisions to laymen who know little or nothing of the ramifications of a project of this scale. Further, CTRMA has failed to consult the US Fish & Wildlife Service or properly address the impact on endangered species including the Barton Spring & Austin Blind Salamander. Do Not let CRMA rush into this before exploring all of theirs's to Barton Creek Greenbelt, Edwards Aquifer & Barton Springs. The environmental consequences for water quality and the Edwards Aquifer could be disastrous plus is a serious threat to Barton Springs and the local ecosystem.	RP-1, ENV-1, TES-1, WQ-1
1686	1/28/2025	K. Ruiz	Do not bend to the loud minority that is wealthy west austin. The greater region NEEDS this project.	Comment noted.
1687	1/28/2025	Matt Udvari	I think its environmentally dangerous to add any more road lanes in the recharge zone and should be avoided. Also, its been proven that adding more lanes just adds more traffic. Mopac should remain as a local highway, and not become a 35 detour.	ICI-1, WQ-1, RP-2

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1688	1/28/2025	Nancy Higgins	I am a native Austinite. I vote No!	Comment noted.
1689	1/28/2025	Suzanne Mudd	Please stop the project. I am very tired of the poor planning of the city to be under constant construction everywhere. It is not sustainable for the environment and does not reflect an accurate traffic study when other parts of the city are constantly under construction. It is poor planning to stifle the flow of traffic with construction on all arteries of the city at the same time. I think that a moratorium on all projects need to allow for completion of the roadways already being worked on.	C-3
1689.01	1/28/2025	Suzanne Mudd	Then, an updated traffic study needs to be completed after roadways are completed to reflect the true amount of people traveling on those roads. Please use common sense before starting other projects. I-35 through the city is under construction in both directions. Wait until one artery through the city is complete before adding or changing another one.	RP-1, C-3
1690	1/28/2025	Tom Wald	This is a generational project. Much more effort should be made to improve walking and bicycling mobility. That includes providing full shared-use paths along both sides of the highway for the entirety of the corridor. It means using every opportunity to put those SUPs away from motor vehicles, including buying right-of-way (though not displacing structures) in order to move the SUPs away from motor vehicle traffic. This project is already under threat for its negative environmental impact. If only for that reason, the project should make up for that by being be a stand-out project for improving walking and bicycling mobility.	BP-1
1691	1/28/2025	Brittani Sonnenberg	I am against this project for environmental reasons. I hike on the Greenbelt all the time and am strongly against this proposal	Comment noted.
1692	1/28/2025	Ken Lugo	Need trains. No toll. Toll ways are a waste of taxpayers money. Tax funded projects at the expense of the tax payer profiting private companies. Does not make sense. Austin native here	Alt-6, TRA-1
1693	1/28/2025	Anonymous	Build a highway expansion without toll lanes. Stop forcing the community to spend more money for our roads city council refused to expand highways at an appropriate time in our city's history. Find real ways to help with traffic congestion with out tolls.	Alt-2
1694	1/28/2025	Aimee Hamza	NO	Comment noted.
1695	1/28/2025	Daniel DeLoach	I do NOT (nor do anyone I know of) approve of adding toll lanes on South Mopac. It's doubly assinine to think of even thinking about this while 35 is under construction. Just who, in God's name, is actually for this?!? Terribly bad idea...	C-3
1696	1/28/2025	David Polkinghorn	Please reconsider the plan to add tolled lanes to Mopac South. You can see from the terrible traffic that persists on Mopac North that this is not the answer. This will not be an asset to our community, it's just a way for the private toll operators to profit while our leaders refuse to confront transportation funding questions. What we need is expansion of a variety of means of transportation including investments in long term mass transit projects, FREEways, and pedestrian pathways. A project like you have described and depicted is only going to damage affordability and honestly not make any measurable difference in the traffic congestion on Mopac. Toll roads are not right for us! They impact people in financial distress disproportionately. They are less efficient at moving large numbers of people than freeways. Private toll contracts reduce public budget transparency. Operators seek to maximize profits rather than work for public benefit. A recent Texas Transportation Institute study found that from a list of 15 potential ways to improve transportation in the state, building more toll roads was by far the least popular option. Listen to the people and stop this project.	PP-1, TF-1, TRA-3, BP-1, SCI-1
1697	1/28/2025	Michael Brown	I just emailed a pdf report as our team's comment on transportation. There appears to be no way to upload any files through this form, so please let us know if you don't receive the report.	The report was received.
1698	1/28/2025	Robert Hart	austin and does not need another tolled road that functions as a prior corridor of travel now or into the future. especially as I35 downtown construction begins and will likely run for a decade.	C-3
1699	1/28/2025	Jessica Freda	I do NOT want this to pass because of the environmental impact it would have on Barton springs!	Comment noted.
1700	1/28/2025	Jenn m	I think it's irresponsible to think about charging central Texans more to use lanes and cause backups on non toll lanes when we already pay high property taxes in Austin. Especially at a time when the economy has become so inflated and people are having trouble living as is and commuting to work. It's really gonna hurt the people who can't afford the tolls every day and put extra pressure on the rest of the lanes.	TF-1, SCI-1, EL-1
1701	1/28/2025	Angelo Guadagnoli	NOT in favor of any more toll roads being built, especially over an environmentally sensitive area.	Comment noted.
1702	1/28/2025	Christos Pathiakis	Thank you for the hard work. As an area resident, and a former daily commuter (motorcycle) on Mopac from Cesar Chavez to/from 183, I repeat that MoPac is an essential roadway in our region, but I can't imaging why the thought is that adding more lanes, even express lanes, will be a long term solution. As has been evident on most high volume roadways, traffic inevitably rises to meet capacity. In LA the converse shown as well. That the removal of a route did not make all trips divert: a percentage chose not to travel. We should be endeavoring to discourage vehicular trips in high congestion areas, especially through urban cores. This project adds more capacity through a fragile and essential ecosystem. It will generate more noise pollution, air pollution, and particulate pollution adjacent to a reserved natural area. This same area has a dense residential population, schools nearby, and crosses the river that is one of Austin's largest recreation areas. Protection of our water and karst environments should precede traffic as a priority in a warming environment. Provisions should be	AQ-1, ENV-1, TN-1, WQ-1

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			made for alternatives to the flawed designs and systems that have placed us here in the first, second, and third place. A broad regional plan should include multiple modes of transportation and community structure that minimizes the need for systems that increase our destructive footprint.	
1703	1/28/2025	Claudia K	As an Austinite I am strongly opposed to the expansion of Mopac South. Time after time we see that adding more lanes for cars is a temporary solution with heavy environmental impacts. Austin is special because of the beautiful green space within the city- the Mopac South expansion puts this at risk.	Comment noted.
1704	1/28/2025	Emily Lundin	This expansion of Mopac is a TERRIBLE project. It will directly damage our aquifer, our greenbelt, and Barton Springs. This is an incredibly environmentally sensitive area. We know this, have known this for decades. There is then no reason to behave with destructive ignorance. These resources are foundational to our community. They hold us together. They draw people to Austin and keep us here. They should be protected, unconditionally. We will simply have to come up with another solution. PLEASE STOP THIS DESTRUCTIVE PROJECT. We must find another place to build more roads. Or, even better, invest in public transportation so that we cause less harm to our air, water, environment.	Comment noted.
1705	1/28/2025	Anonymous	Please don't add a toll lane. Not only will it be very disruptive for years but it will continue to cost us money to utilize. The toll lane on the other end of mopac has not helped alleviate congestion.	PP-1
1706	1/28/2025	Mark Wierzbicki	I do not support this highway expansion. Mass transit is more financially responsible in the long term. The fact that last mile transit isn't available should be an indicator that that investment is needed by the state, not as a reason not to build transit.	TRA-3
1707	1/28/2025	Toby Baker	Get rid of the tolls. North Mopac has 6 lanes plus two toll lanes. We should get the same in south Austin as the area is going to continue to grow with commuters and new housing. The toll lanes that you do build should also be used as HOV lanes for vehicles with two or more people. This gives everyone access to the lanes regardless of socioeconomic status. And it's good for families. Finally you should include pedestrian paths from the path on 45 all the way to the path that leads downtown. No new tolls down south until we get what North Austin has as far as "free" lanes go. No new lights on Mopac.	Alt-3, BP-1, BP-2, EC)-1
1707.01	1/28/2025	Toby Baker	Try to preserve as much dark sky as possible.	Eco-1
1708	1/28/2025	Christina Bonnington	Please do not expand lanes of MoPac. This has been proven over and over to not improve traffic or traffic times. Please instead research and invest in public transit, train, or high speed rail options. More lanes is worse for the environment, for people, and for the ultimate goal you "seek" to improve. We do not want this.	PP-1, TRA-3, Alt-4
1709	1/28/2025	Gerald Speitel	The current design does away with the existing north bound express lane entrance immediately north of the bridge over Lady Bird Lake in favor of another exit. As a civil engineer, I do not understand why yet another exit is needed here when the current design has an exit dumping traffic off just south of the bridge over the lake. Converting the exit immediately north of the lake to an entrance would be far more valuable as a way to transition the Bee Cave Road traffic to the express lane. That would mitigate quite a few of the concerns expressed by residents in Rollingwood, Westlake and others along Bee Cave Road.	D-7
1710	1/28/2025	Samantha Rock-Story	No more toll roads!	Comment noted.
1711	1/28/2025	Mauricio Fonseca	Our neighborhood is concerned about the increase in noise this is going to create for our homes. We already get a pretty significant amount since we're by the highway and this will likely increase it further. We need sound barriers as part of this improvement.	TN-1
1712	1/28/2025	Michael	Traffic sucks -- nobody will disagree with that. However, the solution is not wider highways. The solution is pedestrian pathways, motorcycles (or other smaller modes of transportation), or public transit. The amount of money this highway expansion will cost could be used to fund better alternatives.	Alt-6
1713	1/28/2025	Justin Gronquist	As a life-long citizen of Austin and someone who cherishes the rolling hills South West of the City, along with the habitats and ecosystems therein and the priceless Spring Water that is dependent on this area having minimal impervious cover, I'm firmly opposed to the Mopac South Expansion project's proposal to greatly increase the amount of paved surface over the Edwards Aquifer Recharge Zone, as well as the negative environmental impacts that would be incurred during the construction of such a project. Extra lanes would soon become highly trafficked, but the damage to Austin's historical, cultural and natural heritage would be severe and on-going due to increased noise, run-off, pollution and loss of quality of life for near by citizens and wildlife. Austin should not follow in the footsteps of Las Angeles in the arena of highway construction. Thank you	WQ-1, AQ-1, CR-2
1714	1/28/2025	Trevor W Goodchild	I strongly oppose the proposed expansion of MoPac South, and I urge the CTRMA to abandon this project. This toll road expansion is not wanted by the community, as evidenced by decades of pushback, and it does not serve the best interests of Austin residents. The fact that CTRMA extended the public comment period after attempting to rush it through the holidays shows an effort to minimize public input. A project with such significant impact should not be pushed forward against the will of the people.	PI-1, PI-5
1714.01	1/28/2025	Trevor W Goodchild	Environmental & Livability Issues This expansion threatens Austin's environmental sustainability, increases air and noise pollution, and exacerbates urban heat effects. Previous lawsuits and objections were raised due to serious environmental risks, which remain unaddressed.	AQ-1, TN-1
1714.02	1/28/2025	Trevor W Goodchild	Public funds should be spent on better alternatives like expanding public transit, improving bike infrastructure, or adding high-occupancy vehicle lanes instead of catering to private toll operators. This toll road expansion is unnecessary, unpopular, and damaging to Austin's future. I strongly urge CTRMA to listen to the people they serve and abandon this project in favor of solutions that truly benefit our community.	Alt-1, Alt-6, TRA-1, BP-1

Number	Date	Name	Comment	Response Code
1714.03	1/28/2025	Trevor W Goodchild	Fails to Solve Traffic Problems Studies show that adding lanes does not reduce congestion long-term (a phenomenon known as induced demand). Expanding MoPac will only encourage more car dependency instead of investing in public transit solutions that actually reduce congestion. Unjustified Financial Burden on Residents The toll lanes create a pay-to-drive system that benefits wealthier drivers while penalizing lower-income Austinites.	PP-1, SCI-1
1715	1/28/2025	Ian Harris	It has been proven that adding more lanes to highways will not fix any traffic issues. If additional highway space is built, more people who do not already commute by car will choose to do so. This wide area immediately fills up, and you are back to crawling through traffic at a mind-numbingly slow speed. This effect, known as “induced demand,” has been repeatedly demonstrated to occur. Furthermore, this addition of lanes is not due to popular demand at all as there was no vote for this. The city of Austin should take a vote for this extension as it against the will of the people.	TDM-1, ICI-1, PI-3
1716	1/28/2025	Bastian Günther	This is the wrong place to build more roads. We need to protect our water, our air and animals. Barton Springs is the green heart of our city, that makes the city worth living in.	ENV-1
1717	1/28/2025	Ronald Hasso	The correct design for the mopac south project will be extremely detrimental to the Zilker Clubhouse and Zilker Park Historical District as a whole. The noise pollution will create significant problems. The project should be reevaluated and adjusted to minimize these impacts.	TN-1, CR-1
1718	1/28/2025	Phil McDuffee	The fact that this project only looks at north/south access along MoPac seems faulty from the start. Travelers along MoPac are generally coming into or leaving Austin. Thus a more comprehensive study of traffic flows should be made to incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring local residents and businesses are not disproportionately affected by increased congestion.	TO-2
1718.01	1/28/2025	Phil McDuffee	· Access to existing express lanes should be maintained.	D-7
1718.02	1/28/2025	Phil McDuffee	· Elevated Lanes should be avoided at all costs as they are confusing and hazardous as well as add to light and noise pollution to the surrounding communities.	OCO-2
1719	1/28/2025	Jeff Marx	We live near Mopac and hear it in our backyard. While it is noisy, we find it acceptable. We have concerns that a double decker Mopac that is built higher up could create a lot more noise pollution.	TN-1
1720	1/28/2025	Tom Thayer	I am opposed to the project and support the no build option. Costs too much and does too little. All of this proposed construction just to put two tolled lanes on the highway - the north MoPac toll lanes have not imroved traffic there - this project will also do little to improve traffic.	ICI-1, PP-1
1720.01	1/28/2025	Tom Thayer	And it is in a environmentally sensitive area. So the project won't even really accomplish its goals and harm the environment, snarl traffic for years with construction, and cost a bunch of taxpayer dollars. This money should be saved for projects that actually relieve bottlenecks and improve the overall transportation network.	Alt-7
1721	1/28/2025	Lauren Kahn	I would like to learn more about the project.	Comment noted.
1722	1/28/2025	Theodoros Phocas	While I am a proponent of increased mobility within a city, this project only considered options that involved widening the highway. The city will always grow but is this an investment in a transportation system that scales? Houston and Dallas had similar approaches to mitigate traffic yet they still deal with large amounts of congestion. I believe that we need to try something different if we want a different outcome. What happens once the city grows more? Can the city afford another lane? How many years of actual use of a solution will the city get if there's constant construction. I understand that this is a comment on the greater design philosophy on a project that has gone through multiple design stages but I would still like to share my view as a citizen of the greater Austin area. Thank you for taking the time to read my comment and I sincerely wish the team the best of luck with y'all's future endeavors	Alt-6
1723	1/28/2025	Wendy	I am concerned about the environmental effects this project will have on the environment and the costs to the tax payers as well as the time and traffic delays it will cause during construction. I’ve read it will help decrease time by 5 min. This change does not justify the above concerns about the project. Please do not proceed and think about the residents and the environment it will have an affect on.	ENV-1, C-1, TF-1
1724	1/28/2025	Daniel Blumentritt	This cannot be a serious proposal from being who have good intentions. Current toll systems have results in scams and errors from CTRMA and Toll Tag systems that have cost many of us around the state quite a lot of money unjustly with no resource. The tolls on Mopac so far did not relieve congestion. There's still a spot near the river that drops from 3 lanes to 2 and that spot does cause congestion yet nobody is interested in fixing that. Does anybody who comes up with this actually drive the roads they are trying to "improve"?	PP-1, TO-3
1725	1/28/2025	Kelly Marshek	Extremely disappointed with the South Mopac plans specifically how you have completely overlooked the west to east & east to west corridor down Bee Caves Road and Zilker Park. You’re making it very difficult to enter and exit Mopac from this main road & focus on Barton Skyway which is essentially useless in getting people where they plan to go. Also, very disappointed about the plans to add toll lanes. We’ve learned from Mopac north that they aren’t inclusive, don’t help reduce traffic & make it more difficult and confusing to get on and off the highway.	D-7, TO-2
1725.01	1/28/2025	Kelly Marshek	Why not just add more lanes for everyone, that are not elevated? Also, highly discouraged you’d consider elevated toll lanes over one of the most environmentally sensitive and beautiful parts of town. How confusing, environmentally unfriendly & ugly could this possibly be? Not to mention the light	Alt-2, OCO-4, ECO-1, SCI-2, RP-1

Number	Date	Name	Comment	Response Code
			pollution & added noise!! You are adversely impacting instead of helping improve the roads. Reconsider your plans & also realize, most of the data you're using to extract what to build is dated & old. Our city continues to grow & change more quickly than you can keep up.	
1725.02	1/28/2025	Kelly Marshek	Completely against toll roads & know you are making a huge mistake with your Caesar Chavez plans & complete lack of consideration for Zilker park exit/entrance & the huge Bee Caves Road exit & entrance. Do better for our urban core! This plan will make everyone want to avoid these primary Austin hot spots. You will keep people from wanting to move, live or visit here with these plans. Do better! No tolls! No elevated flyovers near Zilker park/town lane! Improve Bee Caves/Zilker Park exit & entrance instead of IGNORING these roads!	TO-2, D-7
1726	1/28/2025	Andrew P Balinsky	I am deeply opposed to this project. Placing this much construction over the Edwards Aquifer endangers the quality of our water and wildlife.	Comment noted
1726.01	1/28/2025	Andrew P Balinsky	It also serves to make it easier for traffic to quickly get further and further out of town, which will fuel further urban sprawl. This will create in increase in traffic demand, rendering the "efficiency" of the new lanes obsolete with in a handful of years. This cycle of building highways, encouraging more development, new congestion and then proposing more highways is nonsensical and environmentally destructive.	TDM-1
1726.02	1/28/2025	Andrew P Balinsky	In addition it creates smog pollution, and increases transportation costs for everyone. It is a terrible idea. Please reject it.	AQ-1
1727	1/28/2025	Nathan Brink	I live in the Creek Ridge neighborhood near the overpass on Convict Hill Road. I think adding express lanes is a good idea to relieve congestion but would like to see better sidewalks on Convict Hill, noise barriers and also consider the pollution from the project.	OOS-1, BP-1, TN-1
1727.01	1/28/2025	Kimberly Lowder	I live near the proposed mopac expansion and am concerned about increased traffic creating noice pollution. Are there sound barriers being considered?	TN-1
1728	1/28/2025	Mary M. Standifer	I implore you not to proceed with the proposed expansion of MoPac South, for all the reasons identified by Keep MoPac Local: by fast-tracking this project and failing to have an Environmental Impact Statement prepared, the CTRMA has failed to analyze and take account of the full, irreversible environmental harm this project would produce. Additionally, it has been known since at least the 1970s that increased road capacity only leads to increased vehicular traffic. Expanding MoPac South will not solve the problem it purports to address, and in the process will massively degrade the land and waters the route traverses. Specific harms include: 1) the increased pollution that would enter the Edwards Aquifer 2) the destruction of such features as Whirlpool Cave 3) the loss of parkland and large-scale destruction of trees 4) the worsened air quality in adjacent neighborhoods and at Austin High 5) the hugely negative impact the expansion would have on the public's enjoyment of Lady Bird Lake and other natural areas along the route. The thought of more highway lanes at Austin High alone is absolutely sickening. 6) the threat of increased pollution and sedimentation to the Austin blind salamander and Barton Springs salamander, both of which are endangered species I vehemently oppose this project.	ENV-1, ICI-1, WQ-1, C-1, C-5, AQ-1
1729	1/28/2025	James Feinstein	I strongly encourage Mobility Authority and TxDOT to consider improvements to the Slaughter Lane pedestrian crossing over MoPac. This will serve to better connect the residential and commercial communities on both sides of the expressway.	BP-1
1730	1/28/2025	Andrea Gutierrez	This proposal is dumb and favors more car traffic in our city. What about taking the money it would cost for one or both environmental studies and spending it toward the rail/speed rail plans, or more light rail lines? The answer is not more and wider and faster highways- these only obliterate wildlife and biodiversity (look at the poor coyotes dead on I 35). Why not spend a fraction of this money on green bridge overpasses so animals can cross safely? Instead of infrastructure being driven and guided by profit and faster and faster, why not work toward preserving what we little we have left? We don't want Austin to be another Bay Area in terms of traffic. Why is an urban wasteland and dystopia of highway and toll roads still an ideal? Please don't ruin our city with bigger highways, more tolls and more lanes of traffic.	Alt-6
1731	1/28/2025	Craig Nazor	From my observations, the people of Austin do not want MoPac to become part of a loop around Austin. With the constant push to build an SH45SW connection to IH35, this is exactly what MoPac will become. And, like the Katy Freeway, if you build it, they will come. Building successful public transportation options in Austin will become harder due to this expansion. This reality will be harder to square with money wasted on a huge expansion. I also believe your projections are flawed. Climate change is going to force more public transportation, and you are going to use up the ROW across Lady Bird Lake with single-occupancy automobiles, spouting CO2, ironically increasing climate change.	RP-2, AQ-2
1731.01	1/28/2025	Craig Nazor	In addition, you will be unable to mitigate the increased noise, damaging the Austin Nature Center and Zilker Botanical Gardens. Please, at the minimum, complete a full EIS before making a final decision on this project. More modest improvements would save time and money, and allow more options moving forward into an uncertain future.	TN-1, ENV-1
1731.02	1/28/2025	Craig Nazor	I am NOT supportive of any project that ADDS travel lanes to our highways, including this segment of MoPac. Especially over such an environmentally sensitive area that's critical to the health and sustainability of our region. Even if we call them "express lanes," the expansion will only exacerbate the long-term problems of sprawled development and induced demand. It would only ensure increased VMT, increased emissions, long commutes, loneliness, and poor health outcomes on all levels. What we need is good transit, trails, walking and biking, human-centered, community-centered, emission-free ways of getting around paired with denser and more mixed development. No-build until we can demolish and build a multimodal boulevard like the community has advocated for IH-35.	EL-1, PN-1

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1732	1/28/2025	Joe Riddell	1. You need to do a full Environmental Impact Statement for the proposed expansion of MoPac South.	ENV-1
1732.01	1/28/2025	Joe Riddell	2. The increased traffic to and from I-35 that that will connect to or from MoPac via SH 45 must be considered in projections of the amount of traffic on MoPac (north and south) and its impacts.	RP-2
1732.02	1/28/2025	Joe Riddell	3. The noise from MoPac is already a problem. Potential increases from expansion need to be quantified, and their effects on quality of life need to be addressed.	TN-1
1732.03	1/28/2025	Joe Riddell	4. The increases in air pollution from MoPac expansion likewise need to be quantified along with their effects on quality of life.	AQ-1
1732.04	1/28/2025	Joe Riddell	5. The noise and air pollution from MoPac are already a detriment to public use of Lady Bird Lake, Zilker Park, Deep Eddy, and the Town Lake trail. Likewise they are a detriment to Austin High School. The EIS should specifically address the effects on these places.	ENV-1, TO-1
1732.05	1/28/2025	Joe Riddell	6. The Austin area is on the verge of becoming non-compliant with future Clean Air Act standards. The potential for and consequences of non-attainment should be evaluated.	AQ-1
1732.06	1/28/2025	Joe Riddell	7. The EIS should include consideration of an alternative that simply addresses bottlenecks without adding lanes to most of MoPac South. 8. MoPac South runs along the recharge zone of the aquifer feeding Barton Springs. Scientists, citizens, and the affected local governments recognize this is not a place to be encouraging more traffic. The EIS should should recognize the science and follow public priorities. Transportation alternatives (like bus service) that protect the aquifer should be evaluated in the EIS.	D-4, PI-5, WQ-1, Alt-4
1733	1/28/2025	Tanzia Karim	The MoPac South expansion project would create significant environmental challenges due to the impact of polluted runoff during construction activities of this magnitude. The EPA identifies construction activities as major contributors to nonpoint source pollution, primarily through sedimentation, contamination, and physical obstructions. BMPs are meant to mitigate these risks, but in practice, they are often poorly implemented or inadequately enforced, leading to substantial environmental harm.	WQ-1, C-5
1733.01	1/28/2025	Tanzia Karim	I oppose the proposed expansion of MoPac South and urge the CTRMA to conduct an EIS to assess the environmental consequences of this project.	C-5, ENV-1, Alt-1
1733.02	1/28/2025	Tanzia Karim	CTRMA should also prioritize a more sustainable alternative that focuses on affordable and ethical improvements while integrating the overwhelming public input from Austin residents who rely on this corridor daily.	ENV-1
1733.03	1/28/2025	Tanzia Karim	Construction sites are highly prone to erosion, posing a significant risk of introducing pollutants into nearby bodies of water, particularly during rainfall events. An increase in runoff alters natural water flow, which increases peak flows and exacerbates streambank erosion, degrading aquatic habitats. Moreover, sediment-laden runoff increases turbidity, which causes a reduction of light penetration, further disrupting aquatic habitats and, in turn, destabilizing Central Texas' biodiversity. An excessive accumulation of sediment in waterways also reduces channel capacity and heightens the risk of flooding. This issue is particularly alarming given that many existing nearby residences could be affected by the risk of floods. Beyond sedimentation, construction sites frequently handle a variety of hazardous chemicals, including fuels, grease, and other toxic effluent from equipment. On large-scale projects such as this, improper storage and disposal of these materials are widespread and often persist throughout the entire construction timeline. These contaminants have a high likelihood of being washed into nearby waterways, not only creating physical obstructions that further impact channel capacity but also introducing harmful pollutants into the region's drinking water supply. Furthermore, polluted runoff often carries excess nutrients such as nitrogen and phosphorus from disturbed soils or applied fertilizers. Elevated nutrient levels can trigger harmful algal blooms, deplete oxygen in water bodies, and devastate aquatic ecosystems. Just as importantly, these pollutants pose a direct risk to human health, particularly since residents rely on these water sources for drinking and recreation. Given these significant impacts, it is imperative that CTRMA reconsider this expansion, and instead of pursuing a project that intensifies environmental degradation, CTRMA should propose sustainable alternatives that minimize ecological harm and align with Austin residents. Additionally, an EIS would provide an opportunity to assess the long-term consequences and offer guidance into alternative solutions.	C-5, ENV-1
1734	1/29/2025	Amelia Lopez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1735	1/29/2025	Anslee Connell	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1736	1/29/2025	Athena Morgan	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1737	1/29/2025	Autumn Sandel	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1738	1/29/2025	Barbara Newitt	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1739	1/29/2025	Braxton Trower	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1740	1/29/2025	Candler Wilkinson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1741	1/29/2025	Chi Ndika	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1742	1/29/2025	Collette Beasley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1743	1/29/2025	Darya Krutyeva	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1744	1/29/2025	David Armenta	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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			Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1745	1/29/2025	James Brzezinski	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1746	1/29/2025	James Wesley	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1747	1/29/2025	Jennifer Nelson	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1748	1/29/2025	Jeremy Irion	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1749	1/29/2025	Jim Radio Ellinger	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1750	1/29/2025	John Barfield	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1751	1/29/2025	Julia Gilmore	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1752	1/29/2025	Mark Modzelewski	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a "low-build" alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1753	1/29/2025	Matt Parsons	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1754	1/29/2025	Matthew Belluomini	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

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1755	1/29/2025	Nicholas Ramirez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1756	1/29/2025	Nickie Harris	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1757	1/29/2025	Paschall Sydney	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1758	1/29/2025	Samantha Wooton	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1759	1/29/2025	Shanda Rowzee	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1760	1/29/2025	Stevie Watkins	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1761	1/29/2025	Summer Greenlees	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1762	1/29/2025	Tim Petersen	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
			Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	
1763	1/29/2025	Tirso Perez	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1764	1/29/2025	Vincent Sigur	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2

Number	Date	Name	Comment	Response Code
1765	1/29/2025	Xavier Faucher	I submit this comment in opposition to the proposed expansion of MoPac South and urge the CTRMA to conduct a comprehensive Environmental Impact Statement (EIS) to fully evaluate the environmental consequences of MoPac South. I request that, as part of an EIS, CTRMA prioritize a “low-build” alternative that focuses on affordable, simple upgrades to the roadway, including resolving bottlenecks, improving signage, and enhancing public transit. The expansion of MoPac South poses a direct threat to the environmental integrity of several creeks and public spaces along its 8-mile stretch, including Barton Springs, Lady Bird Lake, the Hike and Bike Trail, Zilker Park, and the Barton Creek greenbelt. Use and enjoyment of these spaces will be impaired through increased noise, air pollution, and polluted highway runoff. MoPac South expansion would violate the local standards set by the Save Our Springs Initiative Ordinance, approved overwhelmingly by Austin voters. The SOS Ordinance ensures non-degradation of the groundwater flows that replenish Barton Springs, an endangered species habitat for the Austin Blind and Barton Springs Salamanders. The construction and increased impervious cover that will result from the highway expansion immediately upstream of Barton Springs will contaminate this habitat and directly harm these species and their habitat. These harms can be avoided with a more modest-scaled upgrades to MoPac. The current study also fails to consider the cumulative impacts that will result from extending SH 45 SW to I-35, the design of which was recently approved by Hays County. Once this segment is constructed, the character of MoPac South as a local parkway will be fundamentally changed, handling increased truck and car traffic, as a western loop. Failing to acknowledge and consider these impacts and the traffic that will be generated onto MoPac South as part of this ongoing study will underestimate the air, noise, and water quality impacts that will occur as a result of this project.	ENV-1, Alt-6, Alt-4, TRA-3, ICI-1, SCI-2, WQ-1, TES-1, RP-2
1766	1/29/2025	Cyrus Tehrani	Stop expanding highways and invest in public transit - a real solution to our transportation issues.	TRA-1, TRA-3
1767	1/29/2025	Katya Smith	My name is Katya Smith Matheney and I live at [redacted] in the Rollingwood. I depend on access to and exits from the MoPac general-purpose and express lanes. Thank you for your dedication to addressing the challenges associated with growth in the Austin Metro Area. However, the current design poses significant challenges for residents, employees, and business owners who rely on Bee Cave Road or Loop 360, making their daily experiences more difficult. I’m primarily concerned by the following: 1. By focusing solely on commuter traffic moving north and south, the proposed design worsens congestion for east/west users, undermines local mobility, and hinders access to businesses and services in the Rollingwood and Westlake area. 2. Communities that use either Bee Cave Rd. or Loop 360 will lose access to Northbound MoPac express lanes as the entrance near 15th Street will be eliminated, leading to dangerous gridlock on the Cesar Chavez loop around at Austin High. 3. The current access to Bee Cave Rd. from the Southbound MoPac express lanes will be eliminated. 4. The elevated bridge structure being proposed beginning at Bee Cave Rd. stands to introduce considerably elevated noise and light pollution in the area. 5. The northbound express lane exit to Cesar Chavez and the northbound general-purpose lane entrance to MoPac from Bee Cave Rd. overlap, forcing drivers to crisscross in a dangerous bottleneck. 6. Exiting to Bee Cave Rd. from the Southbound general-purpose lanes requires drivers to crisscross with drivers entering the express lane, creating a dangerous bottleneck. 7. The current proposal does not include any improvements to the intersection of Bee Cave Rd. and MoPac. Any modifications to MoPac in this area should account for future improvements and the overall design of this critical intersection. 8. The schematics released for public comment during this period are unclear, difficult to interpret, and fail to effectively depict the proposed traffic flow. To address these concerns, I recommend the following actions: 1. Address East/West Traffic Impacts: Incorporate comprehensive strategies to support east/west traffic mobility and connectivity within the project scope, ensuring residents and businesses are not disproportionately affected by increased congestion and include all neighborhoods going West of Mopac as it is more than just Rollingwood and Westlake Hills that use these entrances and exits daily. 2. Restore Critical Express Lane Access: Maintain direct, safe access to and exits from the express lanes for Rollingwood and neighboring communities. Specifically, reinstate northbound access near Enfield Road and southbound access to Bee Cave Road to alleviate congestion and support regional traffic flow. 3. Evaluate Alternatives to Elevated Lanes: Reconsider elevated infrastructure near Barton Skyway and Bee Cave Road to minimize noise and light pollution. Prioritize design solutions that mitigate existing noise challenges. 4. Redesign Hazardous Merging Areas: Reconfigure the northbound express lane exit and general-purpose lane entrance near Bee Cave Road to eliminate the crisscross merging pattern. This will improve safety, reduce bottlenecks, and enhance traffic flow. 5. Integrate Improvements at Bee Cave Road and MoPac Intersection: Include design enhancements for the Bee Cave Road and MoPac intersection as part of the MoPac South project to ensure compatibility and seamless functionality between the highway and local roads. 6. Provide Clear and Accessible Project Materials: Enhance the clarity of schematics and other project materials to improve public understanding. Clearly highlight new design elements and proposed traffic patterns, ensuring they are accessible to a broad audience, including those unfamiliar with the project’s technical details Thank you again for your efforts to improve regional mobility. However, a thoughtful and inclusive approach is	OOS-4, D-7, TN-1, ECO-1, TO-1

Number	Date	Name	Comment	Response Code
			necessary to ensure that all communities benefit from these changes without facing disproportionate burdens. By addressing my concerns, CTRMA can deliver a project that truly serves the needs of the region. Thank you for your consideration.	
1768	1/29/2025	Croix	Do not build the expansion. We need the Barton creek healthy more. So quite thinking like idiots	Alt-7, WQ-1
1769	1/29/2025	Kaycee Geitner	Please for the preservation of all species and natural resources do not expand or alter this location in any way.	Comment noted.
1770	1/29/2025	Bradley Murphy	I live off of Slaughter Ln and while I like the idea of alleviating traffic at my closest entrance to mopac, I wouldn't want this project to go forward without making sure that we're doing everything we can not to pollute the Edwards Aquifer.	WQ-1

B. Notices Provided

The Public Meeting was hosted in-person on November 12, 2024 at Austin High School and online at voh.mopacsouth.com from November 12, 2024 to January 28, 2025.

The following types of notifications were provided in advance of and during the Public Meeting:

- Webpage updates
- Mailed notices
- Emailed notices
- Media alerts
- Newsletters
- Display ads in local newspapers
- Online ads
- Roadway signage

Details of each type of notification follow and copies of each can be found in Appendix 2.

MOPAC SOUTH, MOBILITY AUTHORITY AND TXDOT WEBPAGE NOTICES

Notices about the Public Meeting were published on the MoPac South's project website Homepage and Upcoming Events page, on the Homepage and the Meetings and Events page of the Mobility Authority's website, and on TxDOT's Meetings and Hearings webpage. Webpage updates are documented in Appendix 2.

ELECTED OFFICIAL LETTER

On October 11, 2024, elected officials were mailed a letter inviting them to participate in the public meeting. An email with duplicate information was sent October 15, 2024. An example copy of the letter and the email are included in Appendix 2.

Elected Officials Sent Meeting Notice

First Name	Last Name	Representing	Position
Zohaib	Qadri	City of Austin	Council Member, District 10
Paige	Ellis	City of Austin	Council Member, District 8
Kathie	Tovo	City of Austin	Council Member, District 9
Leslie	Pool	City of Austin	Council Member, District 7
Mackenzie	Kelly	City of Austin	Council Member, District 6
Ryan	Alter	City of Austin	Council Member, District 5
Jose	Vela	City of Austin	Council Member, District 4
Jose	Velasquez	City of Austin	Council Member, District 3
Vanessa	Fuentes	City of Austin	Council Member, District 2
Natasha	Harper-Madison	City of Austin	Council Member, District 1
Kirk	Watson	City of Austin	Mayor
Gavin	Massingill	City of Rollingwood	Mayor
Brook	Brown	City of Rollingwood	Council Member
Sara	Hutson	City of Rollingwood	Council Member
Alec	Robinson	City of Rollingwood	Council Member
Kevin	Glasheen	City of Rollingwood	Council Member
Phil	McDuffee	City of Rollingwood	Council Member
Marc	Bruner	City of Sunset Valley	Mayor
David	Bourell	City of Sunset Valley	Council Member
Karen	Medicus	City of Sunset Valley	Council Member
Rudi	Rosengarten	City of Sunset Valley	Council Member
Charles	Young	City of Sunset Valley	Council Member
Robert	Johnson	City of Sunset Valley	Council Member
Brigid	Shea	Travis County	Commissioner
Ann	Howard	Travis County	Commissioner
Jeff	Travillion	Travis Count	Commissioner
Margaret	Gomez	Travis County	Commissioner
Cynthia	Long	Williamson County	Commissioner
Terry	Cook	Williamson County	Commissioner
Valerie	Covey	Williamson County	Commissioner
Russ	Boles	Williamson County	Commissioner
Bill	Gravell Jr.	Williamson County	Judge
Andy	Brown	Travis County	Judge
Vikki	Goodwin	Texas House of Representatives	Representative

First Name	Last Name	Representing	Position
Donna	Howard	Texas House of Representatives	Representative
Gina	Hinojosa	Texas House of Representatives	Representative
Sarah	Eckhardt	Texas State Senate	Senator
Donna	Campbell	Texas State Senate	Senator
Chip	Roy	U.S. House of Representatives	Congressman
Roger	Williams	U.S. House of Representatives	Congressman
Ted	Cruz	U.S. Senate	Senator
John	Cornyn	U.S. Senate	Senator

INTERESTED PARTIES EMAIL

On October 15, 2024, interested and consulting parties were emailed an invitation to participate in the Public Meeting. There was a total of 71 parties who were contacted. A list of parties contacted is below. An example copy of the email can be found in Appendix 2.

On October 28, 2024, an email was sent to nearby neighborhood associations inviting them to share details of the public meeting with their residents and offering to host informational meetings about the Public Meeting. A copy of the email and included flyer can be found in Appendix 2.

Additionally, a flyer advertising the Public Meeting was posted at the Driftwood Community Center and Wimberly Community Center in attempt to reach more Hays County drivers. A copy of the flyer can be found in Appendix 2.

Interested Parties Sent Meeting Notice

Organization
1000 MoPac Circle LTD
AARO/Greater Austin Chamber transportation committees
ACI Inc & BCI LTD
ACL Music Festival
Affirmation Holdings LLC
Alliance for Public Transportation
Austin High School
Austin Independent School District
Austin Parks Foundation
Barton Creek Mall Management
Barton Springs Edwards Aquifer Conservation District
Bartonarel LLC
Bike Austin
Bike Texas
Blues on The Green
Burnet County
CAMPO
Capital Metro

Organization
Circle C
City of Austin
City of Austin
City of Bee Cave
City of Lakeway
City of Rollingwood
City of Sunset Valley
City of Sunset Valley
City of Westlake Hills
Collective Strength
Downtown Austin Alliance
Farm and City
Friends of Barton Springs Pool
Friends of Zilker Park
G&I VII Barton Skyway LP
Hays County
Healthy Ventures Inc.
Hill Country Alliance
Hill Country Conservancy
IHOP
Intel
LBJ Wildflower Center/Friends of the LBJ Wildflower Center

Organization
Liberty Parkway LTD
Liveable City
Lore ATX Rollingwood III LP
Movability Austin
Park Hills Baptist Church
Parks and Recreation
Pressler Park LLC
Public Works
Real Estate Council of Austin
Red Line Parkway Initiative/ Bike Austin
Rowing Dock Group
Safe Streets Austin
Save Barton Creek Association
Save Our Springs
Sierra Club
Sunshine Camps
SXSW
Texas Department of Transportation
Texas HCP

Organization
The Austin Stone Community Church
The Trail Conservancy
Trail of Lights, Exec. Director
Transit Forward

Organization
Transportation Advocates of Texas
Travis County
Treefolks
Urban Music Festival
Waters at Barton Creek Apartment

Organization
Westlake Chamber of Commerce
Williamson County
Zilker Botanical Garden
Zilker Hillside Theater
Zilker Park Kite Festival

MAILER TO PROPERTY OWNERS AND OCCUPANTS

On October 21, 2024, adjacent property owners and occupants were mailed a public meeting postcard with the meeting details. Property owner information was obtained from Travis County Appraisal District. There was a total of 497 property owners and 261 occupants who were mailed the notice. A list of the property owners mailed the notice is included in the next pages. An example copy of the postcard can be found in Appendix 2.

Property Owners Sent Meeting Notice

Name
BOSTON LANE STORAGE LP
CWS 5501 MOPAC LP
LUMBERMENS INVESTMENT ATTN: REAL ESTATE TAX DEPT
AAW OAK HILL LTD
POST APARTMENT HOMES LPC/O TAX DEPT #247000
NICHOLS PARK TFP LTD C/O THRIVE FP LLC
CITY OF AUSTIN
THOMSON WILLIAM K & J DAVID TR
SHI INTERNATIONAL CORP
WILMINGTON TRUST COMPANY #2133
BARTON CREEK JCP LP
NALLE CUSTOM HOMES INC
TME OK LLC
ALISSA FAMILY LIMITED PARTNERSHIP
THOMSON WILLIAM K DR
SOUTHWESTERN BELL TELEPHONE
ECKSTEIN DEECE
SPYGLASS FEE OWNER LLC
1001-1012 MOPAC PARTNERS LLC
THOMAS STEPHEN L & SUSANNA BROWN
JOLT LLC
SHETH VISHAL A & KOMAL
CLARKSVILLE COMMUNITY DEVELOP
G&I VII BARTON SKYWAY LP
FROST NATIONAL BANK ATTN ROBERT GOUDGE
SPRUCETREE HOLDINGS LLC
HICKORY PASS LP
SCARBROUGH MARGARET BOWDEN
MARQUIS BARTON TRAILS LLC ETAL
ESKEW SARA NEAL
AGUA Y LUZ LLC

Name
WEST 1708 LLC
THERESA PROPERTIES LLC - 804 PROPERTY SERIES
OGDEN STEVEN D
DAMON JAMES M
DETRICK-GOURLEY PARTNERSHIP
YOUNG ZAPP ARBOR TRAILS LTD
KB ESSENTIAL HEALTHCARE 36 DST
BRUNS MICHAEL R
HERN PAULA
LAMY SOUTH TOWNE LTD
SEJ ASSET MGMT & INVSTMNT CO
UDR BARTON CREEK LLC
RORASA INC
2208 LAKE AUSTIN LLC
LAMSON REAL ESTATE TRUST
CLARKSVILLE COMMUNITY DEVELOPM
1004 MOPAC VENTURES LLC
LEVINS MEREDITH B & KENNETH M
PSDM PROPERTIES LLC
BEAN MARY CLAY
YYYYY INC
FREDRICKSON ENTERPRISES INC
HATCH RICHARD J JR &
DABROWSKI PAUL JOHN & BETHANIE AUTUMN MAPLES
JAKESCH SIMON & ELIZABETH
AUSTIN 290 PROPERTIES INC
NORTHLAND RIVER STONE RANCH LLC
NORTHLAND MONTEREY RANCH LLC
TEXAS CAVE MANAGEMENT ASSOCIATION
INTEL CORPORATION MAIL STOP RNB-5-125
OSWALD HANS ERIC

Name
WEST WOLVES RESIDENTIAL LLC
WHATABURGER INC
SLAUGHTER CROSSING LLC
REGIONS BANKREGIONS PROPERTY DEPT
PARK HILL BAPTIST CHURCH
MCWILLIAMS LAND CO LLC
KUBIAK ROBERT & SYLVIA KUBIAK
HAJJAR JOE
WHITESTONE PARKSIDE VILLAGE
OLSOVSKY WILLIAM & LESLIE
LTF REAL ESTATE CMBS II LLC
AMPAT REALTY LLC
KING LYNN H & SUSIE
BAYLOR SCOTT & WHITE MEDICAL CENTERS - CAPITOL AREA
B HUGHES DEVELOPERS LLC
IVT SHOPS AT ARBOR TRAILS AUSTIN LLC
TR TERRACE LP
OHI ASSET AUSTIN LLC
HRRROMO PROPERTIES SAN ANTONIO LLC SERIES B
5316 PLAZA 290 LLC
BAXTER CHARLES EDGAR IV TRUST
DNL TEXAS INVESTMENTS LLC
BURLESON LAND COMPANY INC &
AFFIRMATION HOLDINGS LLC
AGUIRRE RAMON & MONICA MORENO
DAVIES MARTHA L
LG TERRACES LP
AUSTIN SOUTHWEST HOTELS LLC
BRAZOS DELTA DEVELOPMENT LLC
2101 WEST 10TH ST LLC
STEWART JENNIE COVERT
ENGELS MICHAEL E
CITY OF AUSTIN
DUPONT RAYMOND A & JEANNINE C
C G H INDUSTRIAL #45 LTD
ATX VISION LLC
NASSOUR JIMMY ETAL
10600 APPLIANCES LLC, OLD SETTLERS RETAIL LTD,KYLE ACRES LLC
AGR APARTMENTS LLC, MATT ENZLER
CITY OF AUSTIN

Name
CUCHIA FAMILY LIVING TRUST
PEEL DEBORAH C
AUSTIN INDEPENDENT SCHOOL DISTRICT
CARSON JOHN DAVID & SARAH SIMPSON
DRINKA DOUGLAS AND SARAH 2020 LIVING TRUST
YUVENTI JUMIE
EVANS HUGO & DENISE DAVILLA
PEARCE RICHARD W & MARGERY S
5256 KING SIZE STORAGE LLC
FIRST EVANGELICAL FREE
2200 LAKE AUSTIN BLVD LLC
NEVOLA ROGER P
DEAN JANET L
GAINES E C LTD
GAINES JAMES RODNEY
DILLARDS PROPERTIES INC
MORENO-WILLIAMS JENNIFER
ANDERSON JOINT VENTURE LLC
JBHR LLC
KOHLER ROBERT DANIEL & NANCY HEITKAMP KOHLER
KEITH CHAD
ATX PROPERTY HOLDINGS LLC
STROUD TIMOTHY B & PAMELA R
ATX OFFICE OWNER 1 LP
TYLER DIANE ORBISON
PUNTA REYES PROPERTIES I LLC
AUSTIN CANNON LLC
SENDERA OWNERS ASSOCIATION INC C/O FIRSTSERVICE RESIDENTIAL
NJS PATTERSON LLC
BARTONAREL LLC
BRANDYWINE GARZA OFFICE I LP
R & K INVESTMENTS
COSBY DOUGLAS & MONICA COSBY
DESTA THREE PARTNERSHIP LTD
724 PATTERSON LLC
NISSEN JOHN & JENNIFER MOODY
RHYTHMWARE CORP RETIREMENT ACC
PANJWANI PROPERTIES LTD
1100 W 22ND LLC
RNDL AUSTIN LP & DUNSAY RICHARD C REAL PROPERTY TRUST

Name
COOL BREEZE RESIDENTIAL PROPERTIES L L C
BKD GAINES RANCH LLC ATTN: FINANCE DEPT
HARDEMAN FAMILY JOINT VENTURE LTD
MMA ALLOY
RECER JAMES DANIEL II & JANE JACKSON
RIVERA MIGUEL ANTONIO & ELISA PIMENTO
LA FAMILIA PARTNERSHIP LTD
LORE ATX ROLLINGWOOD LLC
ABIDING LOVE LUTHERAN CHURCH
TEACHERS INSURANCE & ANNUITY
EUROVISTA DEVELOPMENT LLC
ARROYO LADO LLC JAY HUDGINS
BOLIAN ZACHARY & KATHRYN A RESNEVIC 3
DRAKER JOSEPH ANTHONY JR
MONTGOMERY JON G
BLAIR FREDERIC R JR LIFE ESTATE
THERESA AVENUE PROPERTIES LLC
THERESA AVENUE PROPERTIES LLC
1809 WEST 10TH LLC
AHMAD UMAD
COVINGTON JESSE & SAMANTHA SHANOFF
KLUMPEN HANS E & SARAH C HALLMAN
1801 S MOPAC LTD TRANSWESTERN
RZM FOREVER HOME LLC
BUSSEY TRAVIS
WORKMAN PAULA
CITY OF AUSTIN
UNITED HERITAGE CREDIT UNION
KORTH FRITZ ALAN JR & WENDY KORTH
WAL-MART REAL ESTATE BUSINESS TRUST
GAINES RANCH PUD OWNERS C/O GOODWIN & COMPANY
PSWA DAVIS LANE LP
VERA CRUZ PROPERTIES LP
CITY OF AUSTIN
CITY OF AUSTIN ATTN J PLUMMER
ARC WGAUSTX001 LLC WALGREEN CO
HARRIS VINCENT M
4330 GAINES RANCH LOOP LLC C/O MARBELLA INTERESTS LLC
HEMMASI RENEE
CHASE BANK OF TEXAS NA ATTN: ROBERT P GAUSS

Name
PUGSLEY 678 TRUST
SAGE-MONTEREY OAKS LTD
COURTYARD AT GAINES RANCH HOME
CREEK RIDGE ASSOCIATION INC
RANDOLPH-BROOKS FEDERAL
290 LEASE VENTURE SHURGARD
CAMDEN PROPERTY TRUST
VINCENT ANNE HOMAN
PETRUCCELLI JOHN T
CARBONDALE APARTMENT GROUP LLC
BRE/ESA P PORTFOLIO TXNC PROP LP
AMERICAN LEGION TRAVIS POST 76
SCHOCH STEPHANIE D & EUGENE P
STEWART GRAEME REVOCABLE LIVING TRUST
OSULLIVAN DEAN E &
ARAPAHO AND PLANO ROADS BUSINESS PARK INCORPORATED
PATTERSON TOWNHOMES
ROCHEL J J & JAMES E LOFTIS JR
CLARKSVILLE COMMUNITY DEVELOPM
SIMON PROPERTY GROUP TEXAS L P
WESTERN OAKS POA INC
PT A T LLC
SAMS REAL ESTATE BUSINESS TRUST
HEB GROCERY COMPANY LP ATTN PROPERTY TAX
HERNANDEZ VICTOR HUGO & KIMBERLY JOY HERNANDEZ
LOBB FRANKLIN LLOYD AND JOY BALDWIN
THOMAS GARY ALAN
INDUSTRIAL OAKS
INLAND WESTERN AUSTIN MOPAC
DAYTON HUDSON CORPORATION
FISHER CHARLES WAYNE &
JOHNSON AMBER L & JOSEPH M BEN
COSTA PHILLIP VINCENT IV
DICK WILLIAM JOE
ZHU OFFICE PARTNERS LLC
DAN & DANA HOMES LLC
AUSTEN-HOLT FAMILY LIVING TRUST
DEMPSEY MICHAEL W & ERIN M DEMPSEY
WILLIAMS JAMES PHILLIP JR
LUU ZUY

Name
HOGSETT HAMILTON W &
KRAFT JOHN R & JILL E
GAUL MARK P & LINDA K
HICKEY MATTHEW JOSEPH & LISA KAYE
GUTIERREZ J ALBERTO & WANDA N
TOLLISON PATRICIA
LORENZ MICHELE J
WEBRE JANE & DAVID L PLAUT
SPASENKOVA DIANA & ERIC DANZIGER
MOLONEY MICHAEL C & JOY KELLNER
TOWNSEND RICHARD LAMBETH &
DUNCAN DONALD CAMERON III
ZISA DAVID & MONICA PEREIRA
MAYAHI ISSA
GIBSON SCOTT & JEAN
6TH & PATTERSON LLC
MILLER ROBERT W
1717 HARTLAND PLAZA LP
MOWRY MARJORIE
VAIREA PROPERTIES LTD
NIEMAN THOMAS A II & YEN DANG
GARCIA RUDY J JR
CONTROS CHRISTINA M
SULLIVAN JAMES P & ALITHEA Z
CARTER AUBREY LEON
TAYLOR NATHANIEL & CELESTE KEMPER
HERRINGTON KIMBERLY A
FLUKER LAWRENCE C
TRAUTWEIN JASEN
TRAN GREGORY & CHIA SHUAN WU
DOYLE KATHLEEN
FOSTER MARK EDWARD
POLOMBO MICHAEL
PUGH AARON F & STARLA K
DYK KAITLIN VAN & BENJAMIN NELSON
SLAGTER JANICE
MICHAUD RYAN GILBERT
PROSHEK JULIE H
CHERIAN ANTONY & BETZI S MATHEW
BLAIR CONSTANCE & PATRICK MICHALIK
POLITO RON D
KENNARD KAREN MICHELLE
BELSKY STEPHEN

Name
SETNE VERLIS
WIND ENERGY TRANSMISSION TEXAS LLC
MAY MICHAEL ERSKINE
DOWNEY MICHAEL A
RUBINETT LYNN & RICHARD LEVY
LOPEZ ABEL JR & MILAGROS I
MOORE CHARLES FOUNDATION INC
RAMACHANDRAN ADITYA &
HARDT JONATHAN LLOYD & MARION ISABELL
FOWLER MATEO Z & NICCI B
VELA OCTAVIO
KEELING BRETT &
PKK INVESTMENTS LLC
AJLUNI NICHOLAS ANDREW
PEASE GERALDINE A
READ DANA L
LOCKE ROBERT C & NICOLE F
WILSON VANCE LILA
SCHUYLER & KRISTEN WILLIAMSON REVOCABLE LIVING TRUST
VAN VLECK PAUL
MORRIS NANCY
CROSS MARGARET MERLYN
SPRUILL CHRISTOPHER
BONNECAZE ROGER T & ALICIA M
OLCESE PAUL
KING HARRISON & LAUREN WERNER
BEEDGEN CHRISTIAN FRIEDRICH &
EDWARDS CHARLES A & ROMALDA ALLSUP
CARMICHAEL CHAD M
OBIANWU CHIKE & NIMIRA PATEL
YANDO FAITH &
WEISS MARK EUGENE &
WATERS STEVE & CATHERINE BARRERA
GRAHAM JAMES B III & ALEXIS A DESAI
ATCHLEY CONNOR II & JORDAN BLUMBERG
NUNLEY MARGARET ANN
PUMO MICHAEL & KIMBERLY HORST
SPRUNT JULIE &
MOORE JOHN M
GIFT RICHARD D & MARY LOU
SMID GEORGE ELLIOTT
MCCLUNG CHRISTOPHER M & AMY A

Name
CHERN MINGFEN MYRA
SANDERS LAURA W & ARNOLD A
LOLLEY R LANCE
WOMMACK AGNES D
LAKE AUSTIN BOULEVARD ANIMAL
ROBERT L & MARY D OGDEN LIMITED PARTNERSHIP
2306 LAKE AUSTIN LLC
DUNLAP DENVER Y
HOWORTH TYLER &
GRECO JAMES B & LAURA J
GARDEA EDUARDO & MARIA ISABEL
DIMOS DREW MARTIN
CHADLY FAYCAL
RUSSELL JESSE E & VIRGINIA I RODRIGUEZ
LEROY GARY L & MONICA M LEROY
LEDESMA ROBERT JR & BRENDA MOL
MIRELES FERNANDO
TORRES ALEJANDRO & ANA LILIA
SILVER ELIZABETH PATRICK & JACK
HINOJOSA MICHAEL A & MEGAN
WRIGHT MATTHEW J & JENALYN
MORROW TARA & BLAKE WEAVER
VIRAMONTES EDUARDO &
GUIMBARDA LUIS H
PEREZ PAUL JR
LOWDER ALBERT & KIMBERLY
COLE JACKSON
LOWDER PONCHO VIA JOHN &
STANFORD STEVEN B
COBB GARY A
HUDSON CHARLES D & KANDIE R
AVILLAR FRANK MANUEL & CAROLYN
YOUNES NICOLAS T
BENSON EDWARD & NICOLE B
ANAND VINOD D & MANJULA V PATEL
MENDOZA GERARD & AILENA DIBENEDETTO
MARTINEZ PAUL A & NORMA
MATHABELA XAVIER N & KELLY H
MCD EDGEROCK PROPERTIES LLC
WIMBERLY STEVE & NANCY
BOWEN RHETT JEFFREY
VIKTORIN RICHARD

Name
YANG JONATHAN & YISHAUN
ESWAY BRIAN D
JOHNSON DOUGLAS OGDEN
OAK HILL MINI WAREHOUSE LTD
SOUTHWEST 2000 LLC
PECK ALLEN & LIDIA G AGRAZ
LEOSHKO JANICE &
HARRIS R SCOTT & ELIZABETH B
VALDES TODD & CAROLINE L VALDES
RUDGE MATTHEW & KRISTIE
LDA TRUST
UKP INC
TRLICA WARREN C
SOUTH AUSTIN MARINE INC
SDC HOLDINGS L L C
WANKE AMY
LEONARD SAMUEL A & KENNETH M LEONARD
STEPHENS RACHEL H & JAMES S
HENNEBERGER JOHN J JR
DELEON BIANCA JEANNE
DONOVAN JEFFREY C & JULIE A
PRICE DEVIN C & LAINE HARDY
DUNN THOMAS & BEVERLY
EGGLESTON ALTHEA & TODD
STAUFFER DIANE L
APPLEWHITE DAVID WILLIAM &
MCKENNA AUSTIN M & WINDSOR B
BEELER MICHAEL FRANCIS
CLIPP LOGAN C & MARY S
SHERRILL MICHAEL & ANNETTE PIZ
BENCKEN JEREMY
PANTIN TOMAS L
HENDERSON L B
RITER GEORGE MICHAEL
GUILLOT ELIZABETH MICHELLE & JIMMY SEAY
ARRINGTON-CALK ADRIANA &
O'LEARY TRAVIS & RACHEL
STEWART SARALYN WHITE
LEVERICH WALTER R & FRANCES BARTON
POPOFF THOMAS FRANK
LYNCH WILLIAM GARRETT
SARRAILLE MICHAEL & JORDAN MELISSA MONDAY

Name
AGOSTO MIGUEL A RIVERA
MCGAHAGIN RALPH G
MILLS NATHAN
REMINGTON CHRISTIAN A &
BORGE JASON R & SONIA MARIA RONCADOR
MORRISON DIANE
DEITIKER GLENN & ALLISON
HAMERS LIVING TRUST
MAY PAULA A
GOLD JULIE A
WILSON W ROGER
DALTON WILLIAM W & MARIA EUGENIA
KIRKPATRICK MARK A
BYRD DEBORAH L
GREENSTEIN MALCOLM LIFE ESTATE
DEZSO STEVE RAYMOND &
APPEL LOUIS & JENNIFER BINFORD
ABIDING LOVE LUTHERAN CHURCH
HERRERA SANDRA ROCIO
O'BRIEN JOHN S & KIMBERLEE K
POKLUDA MELANIE MANAGEMENT TRUST
EDDLEMON ROBERT B & LAURYL S
GREENBERG BRYAN DANIEL
SUAREZ SUSAN MAUREEN
VELAZQUEZ CYNTHIA
HAILEY STACY & JODIE
HERRELL KENNETH DALE JR &
NEWSOM WILLIAM VINCENT
CAREY RACHEL L & WILLIAM E
MCCLURE REVOCABLE TRUST
THOMASON JOHN & LORETTA
GRANT RORY ONEAL & NICOLE ANGEL
GREENE ROBIN & SUZANNE LACY
HADIVINCHEH SHAHRAM
MERCADO MELISS A MATTHEWS & RI
DEIS STEVE L
SUAREZ FANNIE
ANSELMI GEORGE M
CHILDS JAMES A & KATHLEEN S
NGUYEN KHOA
LARA DAVID M & AIDA M
REYES JORGE A & KATHY L
NOBLES DAVID & MARGARET

Name
SMITH WESLEY L & VALERIE A
STEPHENSON DAVID ETAL
FAY LINDA
ANZALDUA ALMA DAHLIA
BELL ELIZABETH N
MAAMARY SAMIR N
SENIOR KRAG R
GRACIA JAVIER O & LUCY E
HARRIS KENNETH D & BECKY J
WRIGHT STEPHEN CHARLES LIFE ESTATE
GONZALEZ INTI & MICHELLE
YOST CAROLINE JENY
EVERSDYK CLIFF & JENNIFER
HALLAHUHTA PAULA
WHEELER BILLY JACK &
MONTGOMERY JON
COX AMANDA
LEE CARL B & BARBARA N
SMITH RODNEY MUSE &
RUSIN DAVID
BRUNOW VICTORIA
MOLLICA MATTHEW W & MEREDITH M
SOUNDARRAJAN SARAVANAKUMAR &
SNIDER & PARKER RECOVABLE TRUST
KRIESE RICHARD &
CARNES-MARTIN KELLY
WILSON STEPHEN K
WORK JUDY C
KRAMER ANTONIUS M
FRIEDMAN STANLEY A &
SULLIVAN JAMES PATRICK
PENN AMY K
SALMAN SAMMER & BROOKE
JANSKY WENDY K
CRAIG KEVIN A & BARBARA L
DESHOTELS SETH LOUIS &
ORDONEZ JOHNNY &
MARTIN AMANDA MONTAGE & SEAN A
BROOKS BARRY P & SUSAN B
LAM ROMY
MENDOZA CYNTHIA & EDWARD
MAXWELL BRITT TURNER & SHANNON
QUINLIVAN ENDA & STEPHANIE L J

Name
MAKI BRITTANY & PETER S REGGIO
CINA MARGARET ANN
TERNES LIZETT
HUGHES BRENDA HANNAN
CULHANE SANDRA
WRIGHT PETER L & REBECCA B WRIGHT & DANIEL WRIGHT
STOCKDALE WHITNEY & DREW BELL
ZULOAGA CARLOS JR & CONNIE
GHAI RAKESH & JENNIFER L GHAI
TURNER HEATHER & JOSHUA

Name
BROWNLOW LEWIS D & KRISTIN H
WEST AUSTIN BAPTIST CHURCH
CRANE CHRISTOPHER M & ANOUSH A
MARTUCCI BRIAN LOUIS &
GODDARD JOHN C
CARTWRIGHT SANDY & LESLIE OCO
CHEN SHUPING
MAY REBECCA A
PEREZ-WISELEY TERESA
PATH HOTEL SIX LLC

EMAILS TO SUBSCRIBERS

On October 28, 2024, November 12, 2024, December 20, 2024, and January 22, 2025 subscribers to the MoPac South Project newsletter were sent information regarding the Public Meeting. At the time of these notifications, the MoPac South list had 2,124 – 2,202 subscribers.

On October 29, 2024, November 12, 2024, December 20, 2024 and January 22, 2025 subscribers to the Mobility Authority's Expressway News were sent information regarding the Public Meeting. At the time of these notifications, the Expressway News list had 20,693 – 21,100 subscribers.

Copies of all the emails sent to subscriber lists can be found in Appendix 2.

MOBILITY AUTHORITY MEDIA ALERTS

Three media alerts were sent that advertised the Public Meeting. Media alerts were distributed prior to the Public Meeting on October 31, 2024, when the Public Meeting was extended on December 20, 2024, and a week before the comment period closed on January 22, 2025. The alerts were also posted on the Mobility Authority Press & Announcements webpage. Copies of each alert are included in Appendix 2.

DISPLAY AD

Display ads were published in the following editions of local newspapers:

Newspaper	Date
Community Impact, Lake Travis/Westlake	October 19, 2024
Community Impact, Southwest Austin/Dripping Springs	October 25, 2024
Community Impact, South Central Austin	Octobre 26, 2024
Austin American Statesman	October 27, 2024
Hays Free Press	November 6, 2024
The Austin Chronicle	November 15, 2024
Austin American Stateman	December 29, 2024
Austin American Statesman	January 12, 2025

Additionally, digital ads linking to the Virtual Public Meeting ran on the Community Impact website for the three area sites from November 13, 2024 to December 12, 2024. Analytics are as follows:

Market	**Impressions**	**Clicks**	**Hovers**
Lake Travis/Westlake	124,427	8	365
South Central Austin	405,603	42	1,217
Southwest Austin/Dripping Springs	51,457	2	204

Tearsheets, copies of the digital ads and publisher's affidavits are included in Appendix 2.

VIRTUAL OUTREACH

Between October 28, 2024 and January 28, 2025, information about the MoPac South Public Meeting was posted 17 times to the @MoPacSouth X handle, 19 times to the @CTXMobility X handle, 3 times to the @RMATIMCenter X handle, 17 times to the Mobility Authority Facebook account, 2 to the Mobility Authority NextDoor account, and 5 to the Mobility Authority's Instagram account. This included two promoted (paid advertising) posts on both X and Facebook, gaining nearly 37,000 impressions during the comment period. The four promoted posts can be found in Appendix 2.

DIGITAL MESSAGE SIGNS ALONG MOPAC

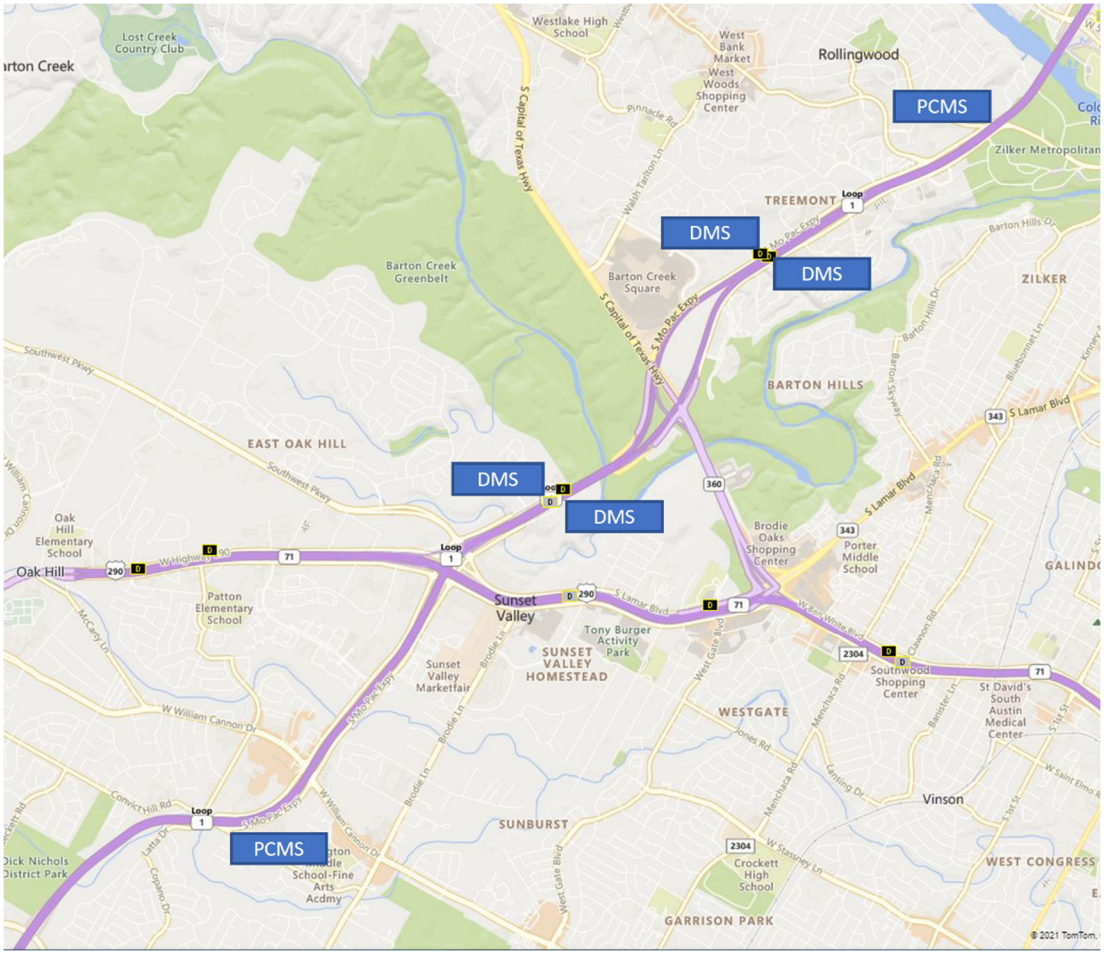
Between November 6, 2024 and January 28, 2025, both permanent TxDOT dynamic message signs (DMS) and portable changeable message signs (PCMS) advertised the Public Meeting. Locations are listed below:

Existing TxDOT DMS Locations:

- Southbound MoPac before the S. Capital of Texas Highway exit
- Southbound MoPac north of Gaines Ranch Loop
- Northbound MoPac north of Barton Bluff Lane
- Northbound MoPac south of Gaines Ranch Loop

PCMS Locations:

- Southbound MoPac before the Rollingwood/RM 2244 exit
- Northbound MoPac north of the William Cannon Drive exit*



*The PCMS board located on northbound MoPac stopped working in mid-December.

C. Public Meeting Information

The Public Meeting was hosted in-person on November 12, 2024 at Austin High School and online at voh.mopacsouth.com from November 12, 2024 to January 28, 2025.

82 stakeholders signed in to the in-person Public Meeting, however an estimated 100 people were in attendance. The sign in sheet can be found in Appendix 3.

IN-PERSON PUBLIC MEETING DOCUMENTATION

The in-person Public Meeting took place in the Austin High School Cafeteria on November 12, 2024 from 5 p.m. to 8 p.m. The meeting provided exhibit boards, the environmental constraints map, draft schematic, and video flythrough available to view and discuss with 25 members of the project team including subject matter experts for all the topics presented.

The following handouts were available:

- Welcome Packet
- Spanish Welcome Packet
- Noise Fact Sheet

Static materials available to view and from the in-person Public Meeting are documented in Appendix 3.







VIRTUAL PUBLIC MEETING DOCUMENTATION

The virtual Public Meeting was available from November 12, 2024 through January 28, 2025. Screen captures of the virtual public meeting, documents available for download and the online comment form are documented in Appendix 4.

The following handouts and exhibits were provided:

- Welcome Packet
- Spanish Welcome Packet
- Full Exhibit Set
- Schematic
- Build Alternatives Evaluation Table
- Environmental Constraints Roll Plot
- Environmental Study Maps
- Operational Configuration Options Evaluation Tables
- Interactive Map Instructions